

LVVTA NEWSLETTER

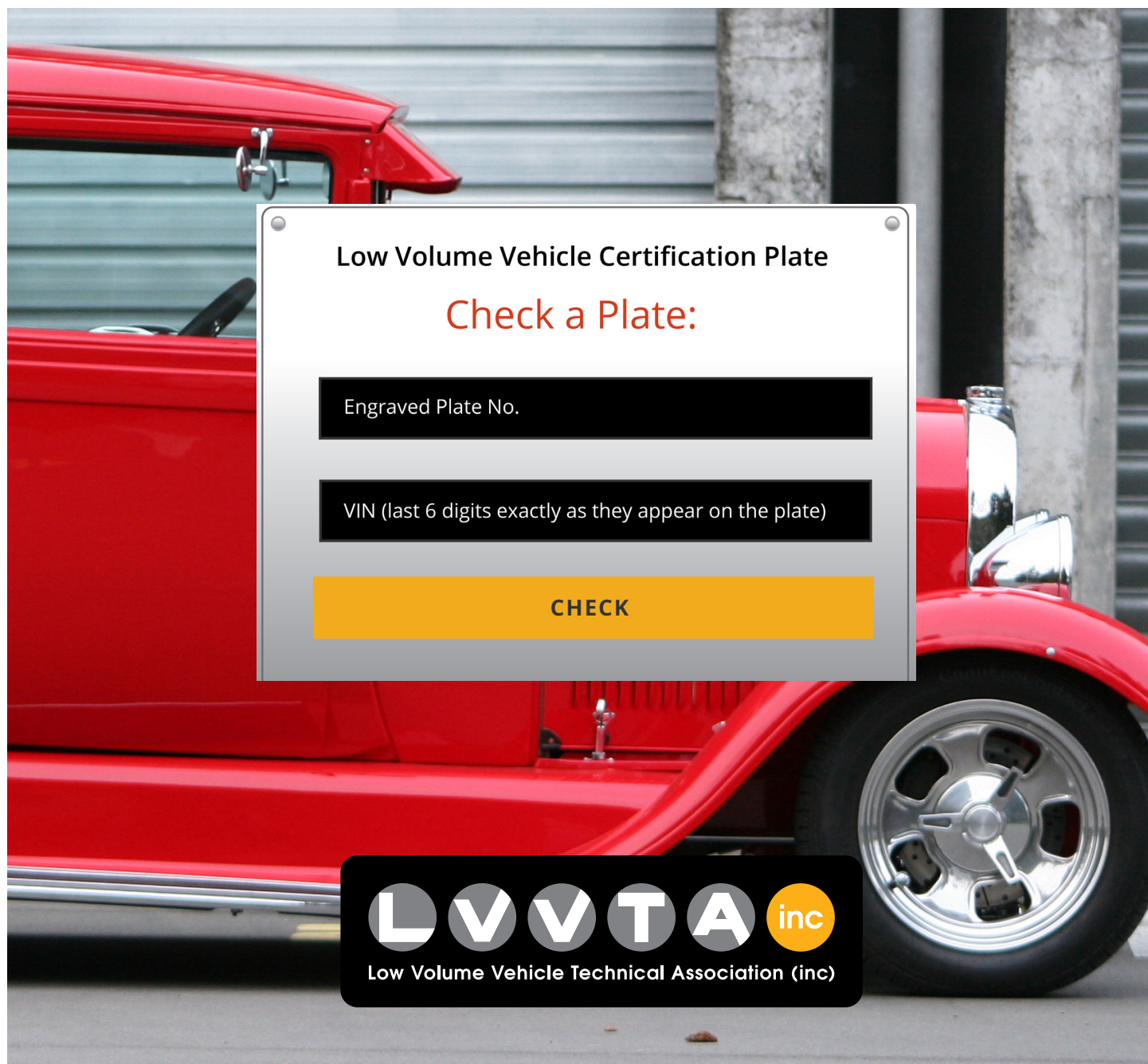
30 Years 1992-2022

ISSUE 62

AUG 2022 | OCT 2022

TOP STORY:

**NEW 'LOOK-UP' SYSTEM FOR ENGRAVED
LVV CERTIFICATION PLATES.**





From the CEO

Has it been a big year, or is it just us?

Maybe it's both. Probably, everyone is feeling a bit drained from three years of COVID-induced isolation (both professionally and socially), missing out on the travel-related things we love to do (for me, that means the Byron Bay Blues Festival in New South Wales every Easter, and the Gold Coast and Bathurst V8 Supercar events), and all of the uncertainty that comes from wondering and worrying about the next COVID-related issue lurking around the corner and how it might affect us.

For Ken McAdam (LVVTA's Operations Manager and the guy who keeps me [relatively] sane) and myself, it's definitely been a big year quite aside from coping with the cumulative effects of three years of COVID, and we're both feeling pressure like never before. The LVV system is a difficult environment. Complex, diverse, and difficult. For many reasons...

One obvious reason is that we've taken on – as if we didn't have enough on our plate – the role of supporting Waka Kotahi NZ Transport Agency (Waka Kotahi) in the management and development of a revitalised repair certification system in New Zealand. From the outside looking in it might seem like masochism, but there's a financial economy of scale in LVVTA operating both specialist certification management systems for us and for Waka Kotahi, and there are dividends for both LVVTA and RepairCert NZ as we frequently carry learnings from one side across to the other.

A less obvious reason is that we're under the pump is because, simply, we're understaffed. And the reason for that is that it's incredibly hard to find people with the skill-sets we need – a practical hands-on background that enables someone to properly understand our world, but with academic skill-sets that will enable them to come in and be of value. Everyone in our team is gold, but we need more – a Technical Advisor, and a Technical Manager – to keep the engine running. If you know someone who might fit the bill and likes a challenge, send them our way. Another reason that it's a tough gig and we're feeling the strain is because we're trying to deal with an ever-increasing stream of unsafe aftermarket automotive parts being churned out of factories in China, and being sold to unsuspecting members of the public via the internet. I haven't been in the LVVTA office so much this year due to most of my time being taken up in the RepairCert NZ office, and I had to go and see Justin for something the other day. I was astonished at the huge array of cardboard boxes littering the area where Justin and Dylan (our new engineer) are working in. You could hardly move in there. Every cardboard box held

some new previously undiscovered part that was thought to be unsafe (perhaps sent in by a sharp-eyed LVV Certifier or member of the public for us to look at), or was obviously unsafe. Every one of these parts requires a lot of analysis to figure out what's wrong, why it's wrong, and what (if anything) can be done to make it safe. Then, when we don't get it done as quickly as the vehicle owner or shop doing the work would like, we get barked at. I've had to remind a couple of people lately that we're (effectively) a regulator, and it's not a regulator's role to design an engineering solution for a poorly-made part that someone has bought over the internet. There's not another regulator in the world who would do this. In any other country, the government agency would say 'it doesn't comply', and it will be the owner's responsibility to sort out his problem. We're lucky that LVVTA is fuelled by passion, and so there's a desire across all of the staff – from Board Member level, to management, to the technical guys on the floor to help the people impacted by the problem as much as we're reasonably able.

Ken and I both often wonder why we do this. We both know there's got to be easier ways to make a living. But, part of the answer at least, is that there aren't many other ways of making a living that are as interesting, varied, technically challenging – and as rewarding when we solve a difficult problem and improve the system for the future.

Tony Johnson, CEO. ■



'Helping New Zealanders Build & Modify Safe Vehicles'

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New LVV Certifier Pg 10

**NOW
HIRING!**

New LVVTA Technical Manager Wanted Pg 8

News

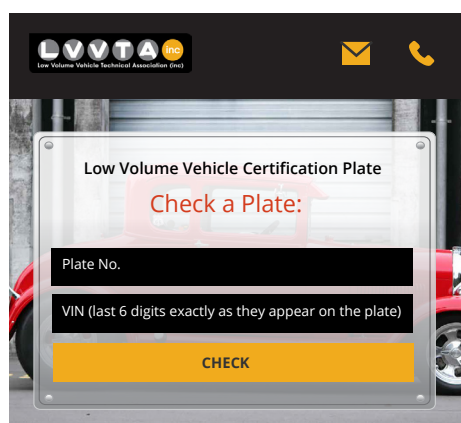
New 'Look-up' System for Engraved LVV Certification Plates

End of an Era

From the beginning of LVV certification in April 1992 through to February 2021, the traditional engraved aluminium LVV Certification Plate has been used to record the modification or construction details of the vehicle to which it is fitted, and confirm the vehicle's legality. Over 175,000 modified and scratch-built vehicles have been fitted with these LVV Certification Plates during this time.

In February 2021, the traditional LVV Certification Plate (LVV plate) gave way to the introduction of the new Electronic Data Plate (EDP). One of the features of an EDP is that the public can look up the certification details of any vehicle fitted with an EDP if they have access to an individual EDP number, or have an app that enables them to scan an EDP.

New 'look-up' System for LVV Certification Plates



The LVVTA website now displays two 'Look Up Here' options. One for the LVVTA Electronic Data Plates, and the new option to look up LVVTA Aluminium Plates.

While there won't be more information available in the look-up system for the LVV plates than what appears on the plate itself, the look-up system enables the viewer to be sure that the LVV plate is in fact the 'real deal' rather than a counterfeit or altered LVV plate (read the following article).

Creating this look-up system for LVV plates has become necessary because of the advent of the counterfeit LVV plates that have been sold on common counterfeit websites. LVVTA has seen an increase of counterfeit LVV plates appearing for sale over recent years, and wants to offer the public the ability to check a vehicle's LVV plate against LVVTA's database to confirm that the plate is legitimate.

As well as enabling the public to confirm that the LVV plate is genuine, the look-up search function will also show whether the plate that the user is looking at matches the modifications details that were present at the time of LVV certification, and will confirm whether a plate, while genuine, has been tampered with.

The exact look of an LVV plate might vary from the sample shown online, because

the plate design has changed several times over its almost 30-year life-span, but the information displayed should match the LVV plate regardless of the variation.

How to Use the Look-up System

A member of the public can access the information on a vehicle's LVV plate by entering the individual LVV Certification Plate number, together with the last six digits of the vehicle's VIN number, exactly as recorded on the LVV plate into the fields shown on the LVVTA website.

Play it Safe

LVVTA encourages people, in situations such as when considering the purchase of a vehicle with an LVV certification plate fitted to it, to use the look-up system to verify that the plate is in fact genuine, and not one of the counterfeit plates. If the LVV plate fitted to a vehicle is a counterfeit or altered plate rather than a genuine plate, then the vehicle will not be legal, and worse – because the vehicle will not have been LVV certified, it may be unsafe. ■

Completed in October, a new system has been developed to enable the motoring public to electronically verify the validity of the old LVV plates in the same way as exists for an EDP, by enabling the public access to the LVVTA's database of LVV plates via a 'look-up' search function.

Counterfeit LVV Certification Plates

Counterfeit LVV Certification Plates on AliExpress

The problem of counterfeit LVV Certification Plates (LVV plates) has reared its head again this year. A common counterfeit website has been offering for sale counterfeit LVV plates, and the information provided on the website shows that many have been sold. Because this is an overseas website there is nothing that can be done prosecution-wise, however after some communications to this particular website from Waka Kotahi NZ Transport Agency, they voluntarily withdrew the counterfeit plates.

How to Spot the Fake Plates

There will, however, be some of these counterfeit plates circulating, and LVVTA asks the industry and enthusiast community to keep an eye out for them. The counterfeit plates may be distinguished quite easily if you look closely for the following give-aways:

- the larger 'V' in the LVV logo on the top right corner of the plate is grey on the genuine LVVTA-produced LVV certification plates, but on the counterfeit plates the large 'V' has a strong purple hue; and
- In the stacked 'LOW VOLUME VEHICLE TECHNICAL ASSOCIATION Inc' text just to the left of the LVV logo (still looking at the top right-hand corner of the plate), the word 'VEHICLE' contains an 'N' instead of an 'H', and so reads 'VENICLE'; and
- while a printed label on a piece of trimmed aluminium is relatively simple to create these days, it is much harder to achieve accurate and uniform engraving – the engraved information on counterfeit plates sometimes doesn't sit neatly within each text field.

If you notice either of the first two features, it is certain that the plate will be a counterfeit plate.

Using these Plates is a Criminal Offence

When some counterfeit LVV plates were discovered in 2013, the matter quickly ended up in the hands of the NZ Police. A Wellington man was later charged with a fraud offence, found guilty by the court and convicted of fraud, and was sentenced to 100 hours of community work.

LVVTA would be very keen to receive any information, anonymously if preferred, about anyone involved in this sort of activity. Remember that people who use these counterfeit plates undermine the LVV certification system and thereby jeopardise our long-term ability to modify cars - and by avoiding the LVV certification process they potentially put people's safety at risk.

If anyone thinks they might be looking at one of these counterfeit LVV plates, please feel free to send a photo of the plate to the LVVTA office at info@lvvta.org.nz and we'll be happy to have a look. ■



Low Volume Vehicle Certification Plate

NZ TRANSPORT AGENCY WAKA KOTAHĪ

Plate No. [REDACTED] Date [REDACTED]

LOW VOLUME VEHICLE TECHNICAL ASSOCIATION Inc

Make [REDACTED] Model [REDACTED]

VIN. [REDACTED] Reg. No. [REDACTED] Year [REDACTED]

Body Style [REDACTED] Chassis rating. [REDACTED]

Cons. Body/Chas. [REDACTED]

Susp/Axle [REDACTED]

Brakes [REDACTED]

Stg. [REDACTED] Rim [REDACTED]

G-Box [REDACTED] Eng. Cap [REDACTED] Make [REDACTED]

Config. [REDACTED] Induction [REDACTED] No. [REDACTED]

Exemptions [REDACTED]

Sample

Documents and Systems

Operating Requirements Schedule



















The LVV Operating Requirements Schedule (ORS) has, over the past two years, been undergoing a long-overdue major rebuild. The first iteration of the ORS was produced in 2001 when LVVTA became aware that while we were developing and recording good technical requirements, we weren't doing the same for operational requirements. Having operational requirements recorded and able to be easily accessed is important, because it helps everyone involved in the LVV certification to understand what the rules are, and what's expected of them.

As time has gone by, more and more information has been incorporated into the LVV ORS, making it an increasingly bigger document, and it's at the point now where it's becoming increasingly harder to find things – this is the case even for LVVTA staff, so given how much we refer to it, we recognise that if things are hard for us to find, it's probably a whole lot worse for everyone else.

So, with the first incarnation of the ORS going right back to 2001, the document is now over 20 years old. During that time, it's been amended 12 times, and so, as could reasonably be expected - much like an old house - after 12 patch-ups over 20 years, it's past time for a complete and thorough 'start again' renovation.

The project commenced in 2020, by nutting out a new architecture for the document that would determine what sections (or chapters) were needed, what order the different sections needed to be in, and where everything would fit - with the end goal being to make it logically-ordered, easy to use, and generally user-friendly. Instead of the current 7 sections, the new ORS will feature 17 chapters, a comprehensive Contents section, and ideas captured over the past several years will ensure the document has much better information in it.

While the renovation process has taken some time, it'll be worth it once completed sometime during 2023. ■

 <p>LVV Operating Requirements Schedule Contents 10th Amendment Effective from 1 October 2021</p>	 <p>LVV Operating Requirements Schedule Chapter 1 (draft #2) Background to the LVV Certification System 10th Amendment Effective from 1 March 2022</p>	 <p>LVV Operating Requirements Schedule Chapter 2 (draft #2) Low Volume Vehicle Classification & Sub-classification 10th Amendment Effective from 1 March 2022</p>
 <p>LVV Operating Requirements Schedule Chapter 3 (draft #2) LVV Certification Categories 10th Amendment Effective from 1 March 2022</p>	 <p>LVV Operating Requirements Schedule Chapter 4 (draft #2) LVV Certifier Background Criteria 10th Amendment Effective from 1 March 2022</p>	 <p>LVV Operating Requirements Schedule Chapter 5 (draft #2) LVV Certifier Application & Appointment 10th Amendment Effective from 1 March 2022</p>
 <p>LVV Operating Requirements Schedule Section 6 LVV Certification Inspection Principles 10th Amendment Effective from 1 October 2021</p>	 <p>LVV Operating Requirements Schedule Section 7 Certification Inspection Procedures 10th Amendment Effective from 1 October 2021</p>	 <p>LVV Operating Requirements Schedule Chapter 8 Submission of LVV Certification Documents 10th Amendment Effective from 1 October 2021</p>
 <p>LVV Operating Requirements Schedule Chapter 9 Form-set Review System 10th Amendment Effective from 1 October 2021</p>	 <p>LVV Operating Requirements Schedule Chapter 10 Error Recording & Reporting System 10th Amendment Effective from 1 October 2021</p>	 <p>LVV Operating Requirements Schedule Chapter 11 LVV Electronic Data Plate Provision 10th Amendment Effective from 1 October 2021</p>
 <p>LVV Operating Requirements Schedule Chapter 12 Technical Support for LVV Certifiers 10th Amendment Effective from 1 October 2021</p>	 <p>LVV Operating Requirements Schedule Chapter 13 Technical Committees & Groups 10th Amendment Effective from 1 October 2021</p>	 <p>LVV Operating Requirements Schedule Chapter 14 LVV Certifier Performance Management 10th Amendment Effective from 1 October 2021</p>
 <p>LVV Operating Requirements Schedule Chapter 15 Insurance for LVV Certifiers 10th Amendment Effective from 1 October 2021</p>	 <p>LVV Operating Requirements Schedule Chapter 16 Other LVVTA Services and Support 10th Amendment Effective from 1 October 2021</p>	 <p>LVV Operating Requirements Schedule Chapter 17 Waka Kotahi Transport Agency Involvement 10th Amendment Effective from 1 October 2021</p>

Motorcycle Standard & Form-set

Good progress has been made on the new LVV Standard 145-00(00) (Motorcycles) since the first draft was released to the LV2A, LV2B, and LV2C-authorized LVV Certifiers some time ago, and this will be released again (as a second draft) before the end of this year.

Also, a corresponding Form-set for Motorcycles has been developed, and this will accompany the draft Standard. ■



Information Sheets

INFORMATION SHEETS RECENTLY ISSUED

01 - 2022 Wheels Adaptor Minimum Specifications

02 - 2022 LVV Certification of Gross Vehicle Mass Upgrades



For all LVVTA Information Sheets, visit: www.lvvta.org.nz/documents.html#infosheets



INFORMATION SHEET # 01 - 2022 (October 2022)

Helping New Zealanders Build & Modify Safe Vehicles



WHEEL ADAPTOR MINIMUM SPECIFICATIONS

Introduction

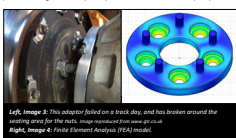
Chapter 12 of the NZ Car Construction Manual (NZCCM) specifies that an adaptor can provide a maximum spacing of each wheel away from the hub surface of 30 mm, unless the hub assembly donor vehicle is substantially heavier than the vehicle to which the adaptors are fitted. The Chapter does not, however, specify a minimum thickness that an adaptor can be.

For the sake of clarity, this information sheet is referring to wheel adaptors rather than wheel spacers.

- Wheel adaptors use the vehicle's original equipment (OE) studs or bolts to affix the adaptors to the hub, and have a separate group of pressed-in studs to mount the wheel – in this way, a different wheel pitch circle diameter can be achieved.
- Spacers are sandwiched between the wheel and hub, and the wheel is held on with the vehicle's OE studs or bolts.

How Thin Is Too Thin?

There are hundreds of different kinds of wheel adaptors on the market worldwide. For some years it has been generally accepted that the minimum allowable thickness for a wheel adaptor was 20 mm, which provided sufficient strength around the studs and enough material for a tapered nut to seat into. Recently however, LVV Certifiers and LVVTA technical staff have increasingly been presented with adaptors down to 10 mm thickness. This has raised concerns at the strength available in the adaptor, particularly around the wheel mounting studs. This is because the material at this point is very thin, and when mounted to the vehicle it is expected in many cases to support nearly half a ton of weight in shear, and must also cope with the tension/compression loadings present throughout normal driving and cornering. Given that adaptors are often fitted to vehicles with wheels that have a greater than average amount of offset, the loadings on the adaptor can be significant, especially as these wheels are usually very wide. If a wheel adaptor were to fail, it would likely result in the affected wheel parting company with the vehicle – rising the loss of braking and directional control. LVVTA has several examples of poorly made, too-thin adaptors on its 'wall of shame', which have been examined and Finite Element Analysis (FEA) modelled as part of the research behind the development of this Information Sheet (shown in image 4). There are many recorded instances overseas of wheel



Information Sheet #01-2022 Wheel Adaptor Minimum Specifications

Wheel Adaptors have become thinner and thinner over the years, and the question is now commonly being asked 'how thin is too thin?' A lot of research and internal engineering analysis within LVVTA has been going on this year to find a good answer to this question.

As a result, LVVTA Information Sheet #01-2022 Wheel Adaptor Minimum Specifications has been developed to provide LVV Certifiers and modifiers with the minimum acceptable material specifications and dimensions for a wheel adaptor.

Information Sheet #01-2022 Wheel Adaptor Minimum Specifications has been released at the same time as this LVVTA Newsletter. ■



INFORMATION SHEET

02 - 2022 (October 2022)

Helping New Zealanders Build & Modify Safe Vehicles



LVV CERTIFICATION OF GROSS VEHICLE MASS UPGRADES



► Introduction

This information sheet explains the process for those owners wanting to increase the Gross Vehicle Mass (GVM) of a light vehicle. Increasing a NZ-registered vehicle's GVM can only be done with Waka Kotahi - New Zealand Transport Agency (Waka Kotahi) approval, and must be LVV certified.

► About GVM

Every vehicle has a maximum all-up weight that its manufacturer has rated it to carry, including all fluids, passengers in all seating positions, and cargo - this is known as the vehicle's Gross Vehicle Mass, or GVM.

How a vehicle's LVV rating can depend on things like chassis design and strength, suspension capability, and brake efficiency, as these all influence how much load a vehicle can safely carry.

► Typical Applications for GVM Upgrades

Some vehicles, if fitted or loaded with heavy components, can exceed their manufacturer-rated GVM, or come so close to it that setting portions may have to be removed. Typically, this will include field service vehicles for heavy machinery (for example, equipped with large toolboxes and hoist-type cranes), or motorhome bodies fitted to a cab-chassis utility (which will have furniture and fresh/wastewater tanks fitted in addition to the fibreglass camper body).

► Upgrade Kits are Available

To receive such situations, off-the-shelf "GVM upgrade kits" - usually consisting of upgraded springs and shock absorbers - are available as catalogued parts for (most commonly) modern utility vehicles, which can safely increase the vehicle's rated GVM.

These GVM upgrade kits have undergone testing and type compliance in the kit's country of manufacture to ensure the make model of vehicle it is designed for can safely carry the additional weight that the kit is rated for. Usually, the new GVM rating for a GVM upgrade kit-equipped vehicle is 3500 kg, which in some cases will be an increase over the original GVM of about 10%.

Currently, the only available kits are from Australia, and are manufactured to meet applicable Australian Design Rules (ADRs). The kit will include a label which must be fitted to a structural part of the vehicle (usually the driver's door pillar), denoting the new GVM, vehicle VIN, and kit manufacturer. Commonly available brands of GVM upgrade kits that have been previously LVV certified in New Zealand include those made by:

- Pedders
- Lovells
- Old Man Emu
- Ironman.

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Information Sheet #02-2022 LVV Certification of Gross Vehicle Mass Upgrades

LVVTA has received a lot of questions in recent times from vehicle owners wanting to know if it is permissible to use suspension kits which are intended to enable their vehicle's GVM to be increased, usually for a specific purpose such as fitting a hi-ab crane onto a service truck, a motorhome body with large water tanks, or for utilities carrying large toolboxes and equipment.

A small number of Australian aftermarket suspension system companies produce kits which, if fitted to a specific make and model of vehicle, they certify as being safe at a GVM greater than that which the vehicle manufacturer issues for the vehicle.

LVTVA Information Sheet #02-2022 LVV Certification of Gross Vehicle Mass Upgrades has been produced to set out the circumstances in which this can occur in New Zealand, and will answer the commonly-asked questions relating to this general subject.

This Information Sheet has been released at the same time as this LVVTA Newsletter. ■

LVV People

New LVVTA Technical Manager Wanted



As LVVTA's responsibilities to the LVV Certifiers, the enthusiast community, the modification industry, and Waka Kotahi NZ Transport Agency (Waka Kotahi) have continued to grow, our staff numbers have also increased, and this in turn has increased the burden on the two key management positions (Ken McAdam - Operations Manager, and Tony Johnson - CEO) - especially so given that Tony and Ken are also providing the management across the new RepairCert NZ organisation (which is looking after the national repair certification system on behalf of Waka Kotahi).

A decision has been made to create a new position of Technical Manager, which will sit in between most of the office staff and Ken. Tony and Ken are in the process of looking for someone to fill this role now, and a national advertising campaign has started.

The following advertisement provides an overview of the type of person we're looking for - if you know someone who you think could be a good candidate, please let them know about it - initial contact should be made to Linda Washington (as shown at the bottom of the advertisement below).

Are you a qualified or highly experienced mechanic or mechanical engineer? Are you a good communicator? Do you have good writing ability? Do you have good management skills such as prioritisation and risk-consideration? Are you, or would you like to be, a people manager, with a strong focus on building and maintaining a positive and productive culture?

A bit about us:

The Low Volume Vehicle Technical Association (LVVTA) is an independent organisation focussed on providing an achievable and practically-oriented regulatory environment in which to enable New Zealanders to modify and build motor vehicles in a safe and compliant manner.

What the role involves:

This is a highly specialised technical management role, with its key responsibility being to provide sound technical oversight of the low volume vehicle system which will help and support the national network of Low Volume Vehicle Certifiers. Crucial to being able to achieve this, is the ability to manage, support, and mentor the technical and operational staff who make up the low volume vehicle certification support team.

The Technical Manager's role presents a great opportunity for you to make perfect use of the vast practical experience and expertise gained from a lifetime of working in the motor vehicle industry – and now apply it to the vehicle modification industry and hobby, in a technically complex and operationally interesting environment.

The type of background we're looking for:

We're looking for someone who is a New Zealand citizen currently living in New Zealand who:

- is a trade-certified or highly experienced mechanic or mechanical engineer;
- has a comprehensive understanding of vehicle mechanics, structure, and geometry;
- enjoys the challenge of solving technically-complex problems;

- has a strong knowledge of the motor vehicle certification and regulatory processes;
- is skilled in time and people management, project prioritisation, and multiple-project management;
- has a flair for people management and building and maintaining a positive culture;
- presents professionally, and understands government-level meeting and relationship protocols.

The Technical Manager role involves leading and supporting staff to make the right technical decisions when faced with challenging problems, ensure that the requirements are safety-focused yet practically oriented, and the requirements are being applied consistently across the country. The ideal person will have sound judgement, be an excellent communicator, a great problem-solver, a sound mediator, be comfortable with applying technical regulations, and have a strong ethos of 'doing the right thing'.

What your work environment will be like:

You'll be amongst a strong and supportive team environment, where there are big responsibilities and a lot of pressure, but it's a great team to work with, and for the right person it will be a very satisfying

job knowing that you're playing a role in keeping Kiwi ingenuity alive and well.

You will be working from a comfortable office space, with a showroom, meeting room, and workshop. It's a great place to work; – half of the LVVTA team have been with us for over 10 years (some for over 20 years), we're practically-oriented and have a get-on-with-it approach, and as a result we collectively punch well above our weight.

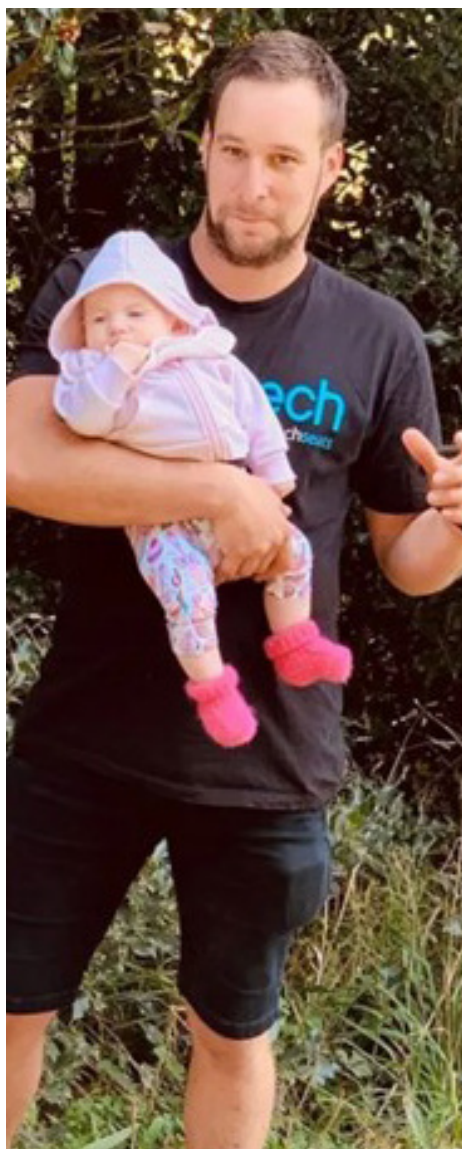
Benefits this role provides:

There's a number of appealing aspects to this role:

- we'll pay according to competence and commitment;
- we're based in Porirua (so you don't have to fight the CBD traffic);
- there's plenty of free parking;
- some flexibility exists around the hours you work;
- it's a friendly and casual environment (we don't wear ties, and we like a laugh now and then);
- and if you love cars, this could be the perfect place!

If you think you could be a good fit, we'd love to hear from you! Please email linda@lvvta.org.nz your CV and covering letter, with 'LVV Technical Manager role' as the subject line. ■





Welcome

to new Wellington-based LVV Certifier Joel Hughes

We welcome on board a new LVV Certifier for the Wellington and Kapiti Coast region, appointed during October 2022. We'll let Joel introduce himself to you...

"My name is Joel Hughes, currently 31 years of age. I've grown up with and been around cars and in the garage with my father before I could walk.

I started in the automotive trade at around the age of 15 by cleaning and helping with odd jobs in a family friend's workshop, then working during school holidays and eventually started working full time and doing a MITO apprenticeship. I gained my WOF authority, and also through those years, having an interest in hot rodding and motor sport, I became a Motorsport scrutineer.

Hobbies and interests certainly include cars. I have a MK1 Cortina that I've owned since 14 years old, and tweaked over the years to being a nice classic that gets used for track days and local hill climbs. I also have a '66 Chevrolet Nova, and a KE70 Corolla in the garage too, and in recent years helped my father and brother build a road-going track-oriented VK Commodore which we all use at various motor sport events.

I'm also into motor bikes, and do a bit of mountain biking and camping in our old classic expander caravan from time to time. The majority of my time these days is taken up with a new addition; a now 10-month-old daughter."

Great to have another 'young gun' involved in the LVV certification system, carrying the torch to keep the car hobby going. ■



New Team Member for LVVTA

Shelley McAdam joined LVVTA in August, brought into the team to help out in the areas of contract management, document writing, and general administrative support. With skill-sets that are helpful for both LVVTA and RepairCert NZ, she'll be dividing her time between both organisations.

Shelley was born in Lower Hutt in the mid-1960s and has lived in the Wellington region her whole life, working mainly within the car industry. She was the Administration Manager in a vehicle compliance workshop where she worked for 20 years, after starting on the shop floor completing compliance documentation. Later jobs have included shipping European cars she said she'd never be able to afford ex the UK, and a couple of years working in disability vehicle rental.

Shelley thought her interests included mid-life crisis motorbike riding, cake decorating ("stuffed if I'm paying for someone to make one of those") and living in a finished house that doesn't

leak. BUT, she's been told (by husband Ken) what she's actually into, is a C5 Corvette, a 3.5 tonne digger, a kit-based sports car, and living in an unfinished, leaking house accessed by what amounts to an offroad track - "Who knew?"

The interest in motorbikes started at 15, when Shelley's grandfather bought her a not so grunty bright yellow 50cc Honda with no clutch, which was upgraded to a Suzuki B120 (later written off in the middle of Wellington into the side of a car whose driver failed to look right). Her replacement bike was a Suzuki GS 450S which was sold when she and her husband very responsibly jumped into the housing market and began having kids.

Fast forward 35 years to the mid-life crisis mentioned above, with the purchase of a pocket rocket Suzuki GSXF 750, and then replaced a week later by a Suzuki GSX 1250FA. Shelley rides mostly on sunny weekends and Tuesday nights over the Remutaka Hill and around the Wairarapa – if you live around there, you've been warned. ■



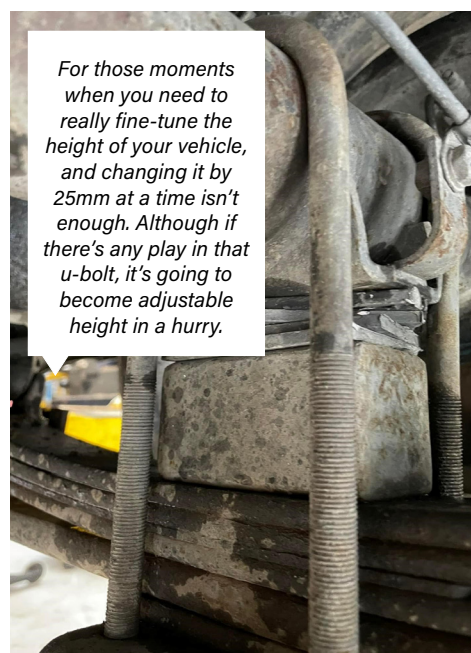
The Good, the Bad, & the Ugly



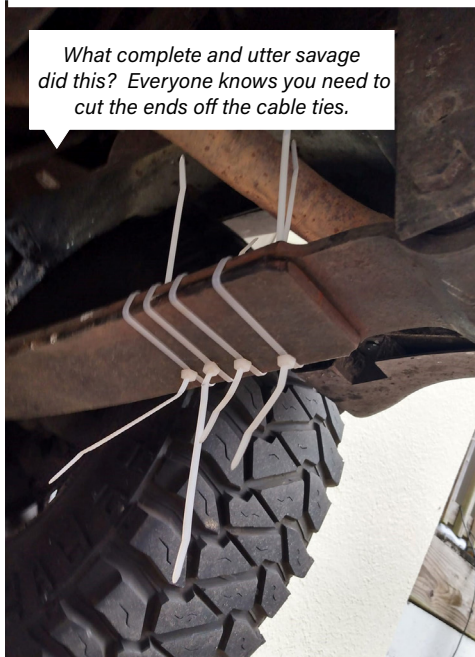
When I asked you to lower my VW, this is NOT what I meant!



Would you trust this roll protection structure?



For those moments when you need to really fine-tune the height of your vehicle, and changing it by 25mm at a time isn't enough. Although if there's any play in that u-bolt, it's going to become adjustable height in a hurry.



What complete and utter savage did this? Everyone knows you need to cut the ends off the cable ties.



There's a lot hinging on this rust repair.



*Breaking bad?
Braking bad?*



Race cars don't grow on trees you know. Ummmmmm. (Rally NZ event). Photo supplied by Len Fisher.