

LVVTA NEWSLETTER

31 Years 1992-2023

ISSUE 64

JUL 2023 | DEC 2023

TOP STORY:

CHANGING OF THE GUARD AT LVVTA. AFTER 21 YEARS AS CEO, TONY JOHNSON IS PASSING THE TORCH.





From the CEO

Hanging Up the Hat

You might have noticed by now that I’m hanging up my CEO hat, and changing my role within LVVTA. While it’s the end of an era for me, it’s certainly not the end of the road - I’m 62 years old, fit and healthy, I still enjoy being part of LVVTA, and can’t really contemplate that thing called retirement!

The change is for two reasons.

The first reason is the impossibility of managing the difficult balance between ‘the urgent’ and ‘the important’. The CEO role involves a lot of fire-fighting; dealing with the media, addressing complaints, supporting the staff, managing multiple relationships with senior government officials, and even litigation. All that stuff is both ‘the urgent’ and ‘the important’. It all has to be done, and done now. The biggest consequence arising from prioritising those normal CEO responsibilities, is that it has constantly impacted my ability to

commit sufficient time to the stuff that seems less urgent but is in fact hugely important - particularly the continuation of building our document system. There are new LVV Standards to develop, many of the existing LVV Standards need to be reviewed and updated, most of the Car Construction Manual Chapters need to be reviewed and updated, the Operating Requirements Schedule needs to be completely re-written, and there’s a Motorcycle Construction Manual to be developed. And then there’s the repair side of things - that’s a whole national certification system that needs a huge amount of work. The person who can do this work is a passionate enthusiast, has sound technical modification knowledge, understands what practical people need, and has enough geek content to be a skilled writer. Our experience to date tells us that there are very few of those people around - and I seem to be ‘it’. Since 2019, I’ve been acutely aware that I can’t do justice to both the CEO role and the geek-work.

The second reason for the change is that, for me personally, it’s been a long hard slog since first knocking on the

Government’s door in 1989 to get LVVTA to the point where it’s accepted, respected, and on solid ground. So, selfishly, after 34 pretty challenging years, I’d love to have a few working years with less pressure and stress.

Ken has been incrementally taking on more and more of my CEO role over the past two or three years to try and let me get a bit of that document development work done, especially as the Repair Certification challenge has landed on our plate.

So, this shift into a full-time system and document development role will be a good thing for me personally from a health point of view, and a really good thing for LVVTA and RepairCert NZ - you’ll start seeing that next year as the rate of document development accelerates dramatically.

Lastly, please be good to Ken! He’s a great guy, and we need him to keep wearing his new hat for a very long time to come!

Tony Johnson, CEO. ■



‘Helping New Zealanders Build & Modify Safe Vehicles’

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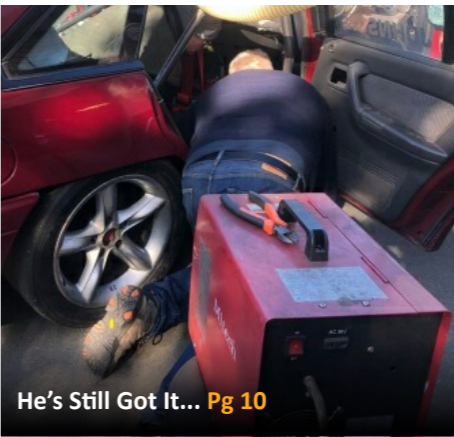
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News

CHANGING OF THE GUARD AT LVVTA

Tony Johnson, after 21 years as Chief Executive Officer of the Low Volume Vehicle Technical Association (LVVTA), is passing the torch to LVVTA's current Operations Manager Ken McAdam.



Ken will become only the fourth Chief Executive Officer in LVVTA's 31-year history, after first joining the incorporated society in 2015 as Training Officer, and then taking on the role of Operations Manager in 2018. Ken's involvement in the organisation goes back much further than that however, having represented the NZ Four Wheel Drive Association on the LVVTA Council for over 20 years, and more recently serving as an elected LVVTA Board Member.

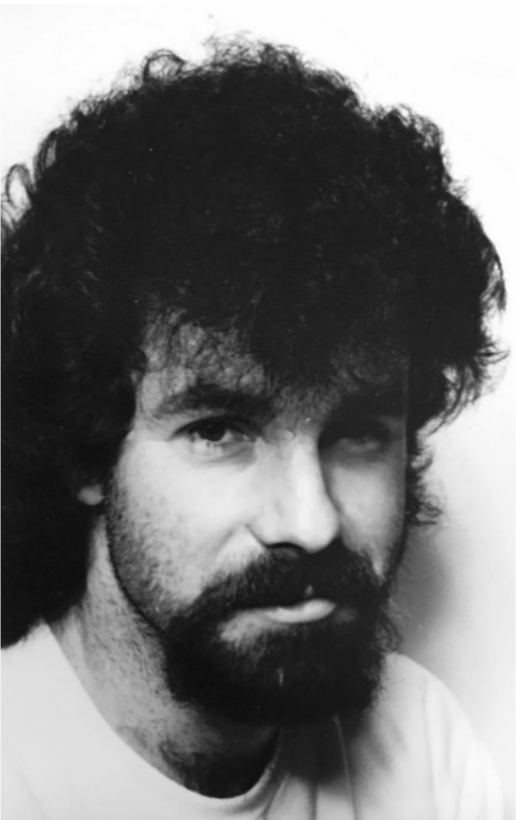
When the Ministry of Transport was preparing to introduce new vehicle standards regulations in the late 1980s, (then) 28-year-old Tony Johnson, on behalf of the New Zealand Hot Rod Association, presented the concept of a 'self-governance' model as a better alternative to what the Government agency was proposing to implement for modified and individually constructed vehicles. Tony's ambitious pitch was successful, and this led to the establishment of the LVVTA in 1992 to protect the interests of the wider vehicle modification enthusiast sector.

As an incorporated society, LVVTA maintains its independence from the Government, however works in a close co-regulatory relationship with the New Zealand Transport Agency (NZTA) and its predecessors. "The relationship with NZTA is very good" Tony says. "It's a great example of agency-industry collaboration to achieve the best results for the least cost". The specialist certification management model that LVVTA has developed over the past three decades has become regarded as a world-best

certification system for modified and individually constructed vehicles, both for the regulator and for the enthusiast sector and industry.

The value LVVTA provides in the LVV certification system led NZTA to approach LVVTA three years ago to take over the day-to-day management of the national repair certification system, applying similar LVV-based document systems and operational principles.

This changing of the guard isn't to say that Tony is leaving LVVTA however; it's more that 34 years is a long time to be on the front line (21 of them as CEO), and there is other pressing work within LVVTA to do. Suffering from its own success, the amount of complex system and document development work - both technical and operational - within LVVTA, and now RepairCert NZ (LVVTA's offshoot to manage the repair system, also operating under Tony as CEO), has increased exponentially, and especially so at the start-up phase of the repair system. This area of work is Tony's forte. He says "we've learnt that the combination of practically based technical knowledge, system architecture understanding, and high-level word-smithing ability is a rare skill-set. I seem to be that unicorn and I enjoy this work, while there are others who can manage and lead. In many respects Ken will be a better CEO than me, and I'm now able to stand aside to focus on the much-needed system and document development work since he's agreed to fill the CEO seat". ►



Left: Tony Johnson 1988 (27 years old). Right: Evans Bay Test Station 1989.

Ken takes over the reins as of 1 January 2024, and is looking forward to the challenge. Ken says “I appreciate the confidence Tony and the Board have shown in appointing me into the CEO position for LVVTA and RepairCert NZ. I look forward to leading both organisations into the future with the support of our great staff. Tony has been an excellent CEO and boss, and I am being left with big boots to fill (it’s a good thing I’m not a little bloke!)”

The LVVTA Board has been supportive of Tony and Ken’s transition plan, and the CEOs, both old and new, are appreciative of that. Phil Bradshaw, President of the LVVTA, had this to say: “Tony’s contribution to the modified and scratch-built vehicle scene has been immense. Without his efforts I would not have been able to get my Lotus Seven replica on the road in 1992 or still be driving it regularly today, 31 years and 180,000 km later. As someone who has a lifetime’s supply of projects waiting in the wings, I have every confidence that Ken will continue to drive the LVVTA forward, ensuring that we retain the ability to build and modify vehicles that can be used safely on the roads of NZ every day.”

Tony says, looking back on his many years developing the LVV system, “I’ve really enjoyed working with the LVV Certifiers and the car modifiers and builders over the past three and a half decades. I’m constantly in awe of how clever so many of our practical car builders are. My mission has been, really, to try and enable these brilliant guys to keep doing what they do. It’s a tricky balancing act though - the car enthusiast sector wants, ideally, no rules at all, and the Government wants us all to be driving a Toyota Prius. So, we’ve been standing in the middle, so to speak, trying to create a moderate environment that everyone can live with. Nobody loves the end result because it’s a compromise - but without that



Ken McAdam.

compromise, we wouldn’t be building and modifying cars.”

Looking ahead, Tony is welcoming the chance to focus purely on document development. “We’ve been a long way behind where we need to be for a long time, so I’m really looking forward to shifting across into this area fulltime, rather than trying to squeeze a bit of time in for standards work here and there. I enjoy this system and document development work, and this transition

between Ken and I will allow me to finally make really good progress. This certainly isn’t retirement, and I hope I’ll be full-time in this area for many years yet”.

Tony says “I have huge respect for Ken’s steady approach and enormous wisdom. He’ll do a fantastic job into the future”.

“I told him he needs to show the same level of commitment to the organisation that I have, which means he’ll need to work until he’s 81. Guess what he told me!” ■



Tony Johnson and Ken McAdam.



Closed for Christmas

From all the staff at LVVTA we would like to take this opportunity to say a big thank you to everyone who has worked with us to make 2023 the successful year it has been. We wish you all a great Christmas and New Year. LVVTA will be closed from lunchtime on the 21st of December and reopen on the 3rd of January.

Office Hours

CLOSE
21 December 2023
@ 12PM

OPEN
3 January 2024
@ 8AM



THE NEW CLASSIC CAR RETRO-FIT SEATBELT STRUCTURE

A highlight for LVVTA during the third quarter of 2023 is finally completing the development of an innovative new safety system we've been chipping away at, on and off, for four years, called the 'LVVTA Classic Car Retro-fit Seatbelt Structure'.



Through our work in assisting the NZ Police Serious Crash Unit to inspect modified, old, or unusual motor vehicles involved in serious injury or fatal crashes, we've seen many cases over the years where occupants have lost their lives in old vehicles during what should have been low-speed survivable crashes. These deaths were caused by the occupants wearing no seatbelt, or a lap-only seatbelt, and suffering fatal chest injuries from impacting the steering wheel.

Lap and diagonal seatbelts weren't standard equipment in passenger cars until the late 1960s, and there are many reasons why retro-fitting modern inertia-reel lap and diagonal seatbelts into old vehicles has been difficult if not impossible until now.

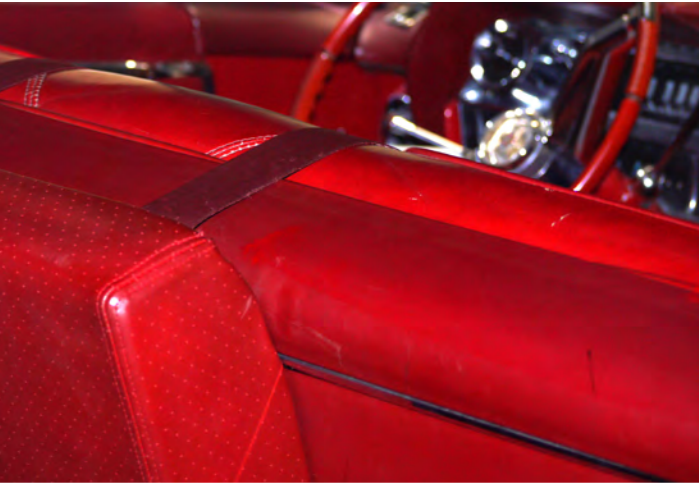
LVVTA has developed a 'centre-mount' seatbelt anchorage system that enables modern inertia-reel lap and diagonal seatbelts to be retro-fitted to almost any old vehicle, including those of pillarless design, and even convertibles. This design has the diagonal section of the seatbelt running from the centre to the buckle on the outside, instead of the standard buckle in the centre. This orientation makes no difference from a physics perspective - it's no different than sitting in a centre rear seat in some modern vehicles. As far as we are aware, such a system

hasn't been properly developed, tested, and supported by a build and installation process and certification anywhere else in the world.

It's important to note that this system can't be purchased off the shelf, as every make and model of vehicle will have variances in critical dimensions, and so will have to be built for each specific make and model of vehicle. However, the LVVTA design has a broad range of tested critical parameters, and provided that the various elements of the system fall within those specified parameters, the system can be built at home by an enthusiast and certified by an LVV Certifier.

We have developed an Information Sheet that sets out a comprehensive step-by-step 'how to' guide to help the industry and enthusiasts to build and install the system. This can be accessed on LVVTA's website free of charge, and it's called LVVTA Information Sheet #03-2023 LVVTA Classic Car Retro-fit Seatbelt Structure - Modern Seatbelts for Old Vehicles.

There is no doubt that the LVVTA Classic Car Retro-fit Seatbelt Structure will save lives if over time, with good promotion, we can encourage uptake of it. ■



Sentencing Decision: A Successful Enforcement Story

NZTA recently reported on the first prosecution carried out by Safer Vehicles (completed in July this year), after investigating several instances where unlawful access or dishonestly accessing documents may have occurred.

Mr Brett Wayne Robinson from Tāmaki Makaurau, Auckland was sentenced to eight months home detention and payment of costs, after pleading guilty in March 2023 to one charge of dishonestly accessing a computer system.

Mr Robinson was a director at an inspection organisation and misrepresented himself as a person qualified to carry out Warrant of Fitness (WoF) inspections. He had issued over 900 WoFs using the details of an Authorised Vehicle Inspector (AVI) who no longer worked for him. Mr Robinson was never appointed as an AVI, having applied and failed to meet the requirements for appointment multiple times.

Nicole Botherway, Senior Manager Safer Vehicles, said the result highlighted how important it is for our inspecting industries to remain compliant even when they experience changes to the way their business works.

“In this case, we had to revoke over 900 Warrants of Fitness (WoFs) that Mr Robinson issued without any appointment from us to do so. That’s over 900 people who were put at risk in vehicles that may not have performed as designed to in an emergency,” she said.

Nicole went on to say that she is really happy with the result as she believes this action protects the integrity of the vehicle/certification process which most of you do well. ■



He’s Still Got It...

The brotherhood is alive and well... At the 2023 Wigram Revival race meeting at Ruapuna Park (Christchurch) late October just gone, LVVTA CEO Tony Johnson (TJ) was racing his VN Holden Commodore in the Mobil 1 Mainland Muscle Cars class. Late on Friday afternoon, at the end of the day’s practice sessions, TJ took his turn to go through scrutineering, and an eagle-eyed scrutineer spotted a tiny crack in the floor of the Commodore. To the rescue came Christchurch LVV Certifier Ian McLachlan, who organised a MIG welder and a grinder, and got to work. Ian’s mates stood around watching, beers in hand, and helped Ian by ribbing him, telling him he was a soft LVV Certifier now, and that he wouldn’t be able to do any ‘proper work’ anymore. Ian proved he’s still go it, by getting TJ’s Commodore glued up, ticked off by the scrutineers, and back on track for the weekend. **Good job Meat!**



LVVTA Cyclic Test Rig

Over the last 12 months the LVVTA cyclic test rig has been running non-stop, testing steering column durability.

LVVTA expect that a quality steering column should exceed one million cycles before exhibiting the signs of free play that would be cause for concern.

The cycle time is dependent on the displacement, but it is typically 10 seconds, or six cycles per minute. This provides the following approximate time scales: 360 cycles per hour, 60,480 cycles per week. 100,000 cycles takes 11.5 days, 250,000 cycles takes just under 29 days, and one million cycles takes four months.

This is only part one of a four-part testing process that LVVTA carries out on aftermarket tilt adjustable steering columns. The second part tests the column to a higher 200NM torque load, which is the standard set by the Australian Design Rules (ADR). Part three involves a full strip down of the steering column followed by an assessment of all components for wear or damage. The column is then fully reassembled ready for part four (the final part), which involves torque testing again until the column breaks or twists.

LVVTA has carried out all parts of the test process on a ‘Flaming River’-brand column which successfully passed. Following this an ‘Ididit’-brand column has been through a million cycles on the LVVTA Cyclic Test Rig and is undergoing the remaining tests. A ‘Billet Specialties’-brand column is currently mounted on the test rig and is in the process of the million-cycle test.

LVVTA has also tested a Woodward non tilt steering column that has also successfully passed. ■

LVV Certifiers Needed

We know that LVV Certifiers are in the best position to identify the next generation of LVV Certifiers.


So, if there is anyone you know that may be interested in becoming an LVV Certifier put them intouch with LVVTA.

LVV Certifiers are needed in the following areas:

Taranaki | Tasman




Documents and Systems



INFORMATION SHEETS RECENTLY ISSUED

03 - 2023 LVVTA Classic Car Retro-fit Seatbelt Structure

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

LVVTA Training

NZ Police Training

Another group of NZ Police underwent LVVTA Police Training in October 2023.

The training session mainly focussed on assisting Police with carrying out roadside checks, to be able to confirm that the modifications on an LVV Certified vehicle still matched the LVV certification, and how to correctly identify modifications that would require LVV certification.

The LVVTA website 'Lookup' facility for accessing the content of LVV Electronic Data Plates was as much of a hit with the Police as it is with WoF Inspectors, and vehicle owners. It is now much easier to identify changes to a modified vehicle with the ability to stand next to the vehicle and look at the photos on your phone (or tablet) from when the vehicle was LVV certified. Or, to tell if you're looking at an entirely different vehicle to the vehicle that was LVV certified.

Training also covered the introduction of the LVV Engraved Certification Plate 'Lookup' facility, and included a quick run through on the value of checking the stored data, compared to what may be visible on the LVV Engraved Certification Plate.

Some examples of the latest AliExpress fake LVV Engraved Certification Plates were on hand, along with instructions on how to spot them. Although, it's more 'how to feel that they're fake' with the latest batch, as an obvious textured surface has been added to the black background area where the engraving is added. Along with the usual collection of assorted fake, or 'fiddled' plates we have accumulated over the years, the



AliExpress fakes are just the latest in a series, rather than a new development.

The group had an opportunity to explore the vehicles in the LVVTA training workshop, along with some practical training - which resulted in some fairly lively conversations about vehicles that they'd seen in operation.

The attendees ranged from brand new recruits, through to Police Officers with many years on the job. ■

And... this is What Happens when the LVV Guys Show Up at Repair Certifier ADAS Training!

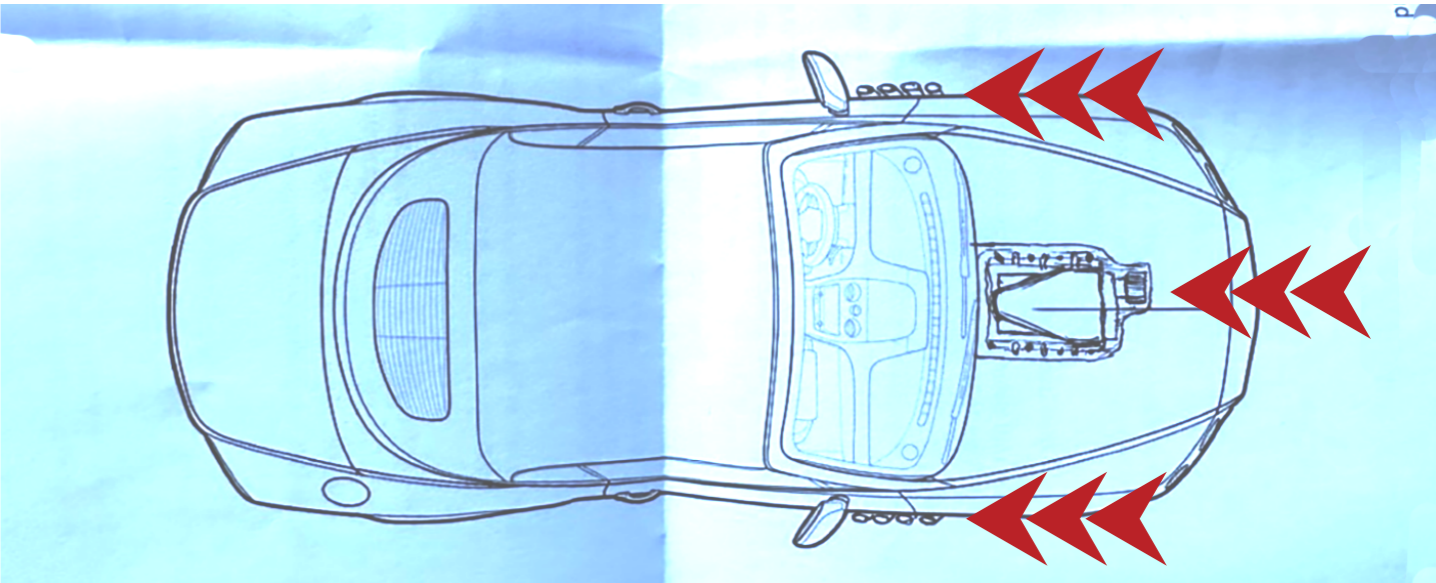


Image: Artwork by he who shall remain nameless.

LVV People



New LVVTA Staff Andrew McGregor

From a young age Andrew has been fascinated by anything mechanical and electrical, with his Dad introducing him to electronics and engines at just a few years old, he spent his childhood tinkering in the garage pulling apart whatever he could find. College opened the door to a large fully equipped workshop, and Andrew knew the career path he'd go down, with his love for cars growing even more as he realised his two interests were combined in one machine!

Entering the automotive trade in 2000, Andrew was extensively modifying every car he owned in the early days, such as a turbo swapped Subaru Brumby Ute, turbo swapped RWD Lancer, Sigma, Galant, and many more, not to mention that his friends' cars were getting the same treatment...

Andrew eventually landed the role as Lead Engineer building hot-rods at a renowned NZ hot-rod shop (mainly scratch built early Fords), doing everything from chassis building to full EFI wiring and vehicle tuning. His passion for highly modified vehicles led him down the addictive path of drag racing, and for about a decade he was the Crew Chief for a blown alcohol dragster, with the team personal best (at the time) of 5.90sec @ 230mph in the quarter mile. Work involved doing everything from tuning the clutch and rebuilding the engine, to chassis repairs and replacement. Andrew is currently building his own space frame drag car which he has designed and built from chromoly on his own chassis table and hopes to hit the track in due course. ■

LVVTA Welcomes New LVV Certifiers



James McTavish (Tauranga)

James joins the LVV Certifier team as a qualified mechanic with a lot of varied experience, including twenty years working for Dick Davidson Motors and six years with the Krysler Shop. In his time working in the trade, he has done everything from WoFs and general servicing to engine building, classic car restoration, and custom car fabrication. James is now self-employed contracting to a couple of local workshops and completing work in his own workshop.

Outside of work James keeps busy with his family and competing in multi-sport/adventure racing like the Coast to Coast and GODZone. In his spare time James is building an LJ XU1 Torana which runs a small block Chev, 5 speed gearbox, and custom 9" diff. ■



Jody Thompson (Christchurch)

Jody has been around motorsport most of his life, spending time with both his grandfather and father who have competed so it's not hard to see where his passion comes from. Jody currently participates in drifting with either a V6 turbo Honda propelling a Nissan Skyline R32, or a rotary powered Nissan Silvia S13. Jody's a qualified welder and owner/operator of a fabrication business that does both general engineering and bespoke automotive fabrication, including roll cages and chassis'.

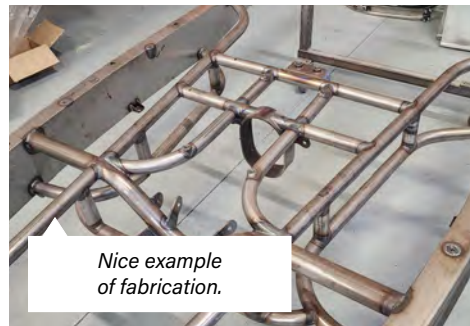
Jody is working on a part-time basis in Rolleston and we hope that in the future he will be able to take on more LVV work in the Christchurch area. ■



The Good, the Bad, & the Ugly



Nice example of fabrication.



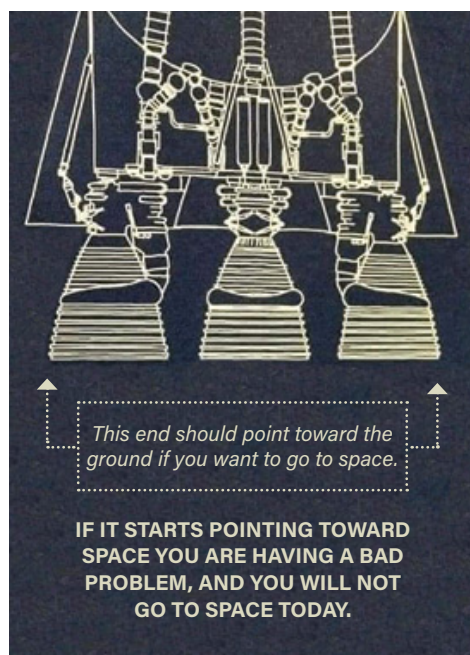
Nice example of fabrication.



Mad Max or Mad Tex?



Muscle car collections after global warming.



Driving the wheels off it.



Nice example of fabrication.