LVVTA NEWSLETTER

LOW VOLUME VEHICLE TECHNICAL ASSOCIATION (INC)

34 Years 1992-2026

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TOP STORY:

LVV PEOPLE – New Chief Operations Officer Blair Alison

We'll tell you all about Blair on Page 4, but first thing's first – look at that car!

When we 'CarJammed' the number plate to get some statistics to fill this section in, we found out that it's a blue MG ZS 'Excite', which puts out an earth-shattering 105 kW of power from its permanent magnet synchronous electric motor. That, teamed with 280 Nm of stump-pulling, tyre-frying torque will rocket you from 0-100km/h in just over 8 seconds. This incredible performance potential needs careful use of the right foot to unleash those furious *Longma* (mythical Chinese dragon-horses), so it's just as well that it comes with a suite of advanced driver assistance features. We can see what sold Blair on this rare and valuable performance car! To anyone seeing a Dodge Hellcat, you need glasses.

To be fair, if we'd been wearing glasses, we would have typed an 'O' instead of a zero into CarJam…

From the CEO

It's hard to believe we're already three-quarters of the way through 2026, with Christmas just around the corner. Things have been fairly busy for LVVTA, as we continue to strengthen and improve New Zealand's Low Volume Vehicle Certification system.

A major focus has been maintaining good LVV Certifier coverage around the country. We've continued working with prospective certifiers, supporting applicants through assessment and mentoring, and carrying out regular on-site visits with our existing certifiers. It has been great to see several applicants progress through the system during the year, including new and prospective certifiers in areas where future coverage is particularly important.

There has also been a significant amount of technical work underway. The rewrite of the LVV Operating Requirements Schedule has now been completed, while further work continues across the Construction Manuals, LVV Standards, forms, and Information Sheets. Current projects include braking requirements, electric vehicle standards, and disability-related standards.

We've had some changes within LVVTA too, with Blair Alison joining us as Chief Operations Officer on 1 September. At the same time, we've continued looking at ways digital tools, new technology, and improved systems can make our work more efficient and information easier to access.

We had a visit in May from Director of Land Transport Mike Hargreaves and senior NZTA staff Geoff Williamson and Liam Brennan. The visit gave us the opportunity to show them some of the work happening behind the scenes at LVVTA and RepairCert NZ, and to discuss some of the challenges facing the certification systems.

It was also great to meet with Minister of Transport Hon Chris Bishop at Parliament and Member for Mana Hon Barbara Edmonds at the LVVTA offices in Porirua, to discuss LVVTA's role, the LVV certification system, and some of the work we are doing to support road safety and the wider vehicle modification industry.

None of this happens without the people involved in the system every day. I want to acknowledge our LVVTA team for the amount of work they continue to get through, and our Low Volume Vehicle Certifiers for the knowledge, professionalism, and practical feedback they bring to the system. There's still plenty to do before the end of the year, but we're making great progress.

Ken McAdam, CEO

Low Volume Vehicle Technical Association (inc)

'Helping New Zealanders Build & Modify Safe Vehicles'

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LVV People

Welcome to Blair Alison, Chief Operations Officer

LVVTA welcomes our new Chief Operations Officer, Blair Alison. We'll let Blair introduce himself in his own words:

"My automotive journey began with an apprenticeship at Williams & Adams in Wellington during the Jaguar and Nissan era, where I developed a passion for both the automotive industry and motorsport that has stayed with me ever since.

At 16, I decided my 1300cc Mk3 Cortina wasn't fast enough, so over the Christmas break it received a V6 and four-speed gearbox — probably an early sign of what was to come.

Over the years, I competed in everything from local hill climbs to international events, racing RX2s and RX3s, a Nissan in the final Wellington Street Race, and several Jaguars.

After my apprenticeship, I worked at Archer & Lupp and later The Toy Shop, where I built two successful Mk2 Jaguar competition cars. I also maintained Whittaker's motorsport vehicles, including Porsche Cup Cars and the TVR Tuscan, and worked on the restoration and modification of marques such as Aston Martin and many other exotic vehicles.

In the early 2000s, Fiona and I moved to the Wairarapa to start a family. We built a large workshop, where I continued race-car construction and classic-vehicle restoration while raising our two children, Georgia and Logan. Logan has inherited the automotive bug, and I've recently been helping him develop his top-mount turbocharged Nissan 350Z.

My own motorsport journey continued in NZV8s, where I built a Holden Commodore for the 2002 LK 500. Sharing the car with Richard Gillies, we finished as the second Holden home — and ten places ahead of Paul Radisich!

After moving to Mount Maunganui, I purchased and grew an underperforming workshop while continuing to restore and improve classic vehicles, including a 1968 Cadillac Convertible.

In 2021, I crossed to what some might call "the dark side" and joined VTNZ as Branch Manager at Mount Maunganui. The role gave me valuable experience in the heavy-vehicle sector, including compliance and certification, and I gained CoF A and CoF B (NB) qualifications. Then in 2023, I returned to Wellington for an Area Operations role with VTNZ, travelling throughout New Zealand supporting branches and stepping into Branch and Area Manager roles where needed. In 2026, I progressed into National Operations before following the light to LVVTA as Chief Operations Officer.

Along the way, I've also built and restored a fair few houses, completed a small subdivision and rebuilt some commercial shops in my spare time. And because every enthusiast needs a suitable project, I currently own a modified Dodge Hellcat producing close to 1,000 horsepower. After all, I needed something cool enough to join my son's car club. Looking back, Ken was probably right — if I'd mentioned the Hellcat earlier, it might have saved us the entire interview process!

New LVV Certifiers – Welcome on Board

Welcome to Car LVV Certifier: Kyrie Pickerill (Nelson & Blenheim)

Kyrie is an experienced motorsport fabricator who has built a range of vehicles, including an airbagged Hilux with 1UZ V8, a Starlet drag car, and an LS-powered E36 BMW for drifting. He now runs his own business called Quest Fabrication.

Originally from Auckland, Kyrie and his family have recently moved to Nelson, where Kyrie has stepped into offering LVV certification services to the Nelson and Marlborough areas.

Welcome to Car LVV Certifier: Jonny Gilbert (Timaru)

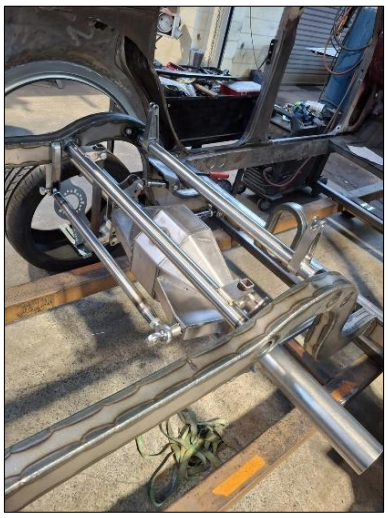
Jonny has spent most of his life around cars. His dad was a passionate hot rodder, and he says most of his childhood was spent in his dad's cars travelling to shows and events. Jonny started his own automotive career at Timaru Motors, a Ford and Mazda dealership, where he worked on several local racecars and became part of the crew for an NZV8 Race Ute team.
This led to a move to Taupo, where he worked for Isaac Performance Vehicles (IPV), a Ford tuning specialist. He's since returned home to Timaru, where after another stint at Timaru Motors (including becoming Service Manager) he has begun a new chapter in LVV certification.

Jonny's current car collection includes a '48 Chevy sedan with a 235 Blueflame six cylinder, T5 manual, Jag IFS and airbag suspension. He's also recently acquired a '58 Mercury Voyager station wagon, which is currently off the road and also undergoing the airbag treatment.

Welcome to Car LVV Certifier: Tyler Benington (Dunedin)

Tyler is another bloke who has had a passion for motor vehicles since he was a kid, which started with dirtbikes and progressed to cars in his teenage years. Initially, cars were a side gig to his 15-year career in light fabrication, but he pulled the trigger on making his passion his career, and three years ago began custom car modification with Peterson Fabrication. He's since gone out on his own, starting Benington Engineering and beginning LVV certification.

He is currently resto-modding a GTiR Pulsar, with an HQ Holden next in line for a hit with the modifying stick.



Welcome to Motorcycle LVV Certifier: Greg Nicholson (Auckland)

Greg is a second-generation tradesman panel beater so swinging hammers and fixing things has always been in his blood.

Growing up in Auckland, Greg started customising bicycles at around age seven with handlebars, seats, and sissy bars supplied by his neighbour. Greg rode his first motorcycle at the age of eight and bought his first motorcycle with money earned from a milk run when he was twelve.

His passion for building and modifying motorcycles continued to grow, and in 1992 he won his first custom motorcycle trophy at Auckland City of Cycles with a hardtail custom powered by a Harley-Davidson XR1000 engine. He has owned numerous Harleys, Nortons, and Ducatis over the years, and since 2003 has been actively involved in classic motorcycle racing.

Documents and Systems

SAFETY ALERTS ISSUED THIS YEAR

 # 01–2026 QA1 Mopar Front Stub Axles

SAFETY ALERT
01 - 2026 (September 2026)
Helping New Zealanders Build & Modify Safe Vehicles
QA1-brand Mopar Front Suspension Stub Axles with Welded-on Steering Arms

Safety Alert # 01–2026 – QA1 Mopar Front Stub Axles

This Safety Alert covers front stub axles for Chrysler vehicles, which incorporate a steering arm welded to a cast/forged upright. These *cannot* be LVV certified.

To view all LVVTA Safety Alerts, visit the LVVTA website Safety Alerts Page at www.lvvta.org.nz/safetyalerts.html

Click here to access the LVVTA website ***Click here to view the Safety Alerts Page***

INFORMATION SHEETS - NON-TECHNICAL ISSUED THIS YEAR

 # 02–2026 Braking System Requirement Updates

 # 03–2026 Updated Chapter 9: Engine & Drivetrain

 # 04–2026 Updated Authority Cards CCM Release

 # 05–2026 New and Updated Glazing Requirements

INFORMATION SHEET
02 - 2026 (August 2026)
Helping New Zealanders Build & Modify Safe Vehicles
Braking System Requirement Updates - NZCCM Chapters 8 and 19, and LVV Standard 35-00

INFORMATION SHEET
03 - 2026 (August 2026)
Helping New Zealanders Build & Modify Safe Vehicles
Updates to NZCCM Chapter 9: Engine & Drivetrain

INFORMATION SHEET
04 - 2026 (August 2026)
Helping New Zealanders Build & Modify Safe Vehicles
Updates to NZCCM Chapter 3: Authority Card Process

INFORMATION SHEET
05 - 2026 (September 2026)
Helping New Zealanders Build & Modify Safe Vehicles
Updated Glazing & Vision Requirements

Information Sheet # 02-2026 Braking System Requirement Updates

This Information Sheet outlines the changes to braking system requirements as part of the transition of NZCCM *Chapter 8: Braking Systems* to the Next-Gen document format.

Information Sheet # 03-2026 Updated Chapter 9: Engine & Drivetrain

This Information Sheet explains the changes made to NZCCM Chapter 9, and the reasons behind them.

Information Sheet # 04-2026 Updated Authority Cards CCM Release

This Information Sheet outlines the updates to CCM Chapter 3: Authority Cards, including payment methods and other criteria.

Information Sheet # 05-2026 Updated Glazing & Vision Requirements

This Information Sheet outlines the changes to CCM Chapter 15: Glazing & Vision, the creation of two new accompanying LVV Standards, and the updates to a third LVV Standard as part of the transition of Chapter 15 into the Next-Gen document format.

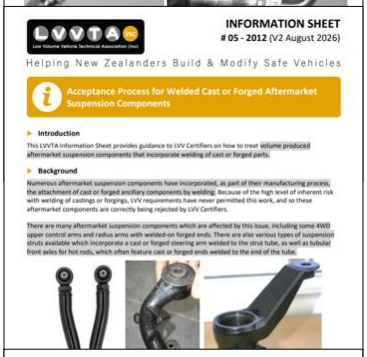
INFORMATION SHEETS - TECHNICAL ISSUED THIS YEAR

 # 04–2007 Stainless Steel Braided Brake Hoses (Reissue)

 # 05–2012 Acceptance Process for Welded Cast or Forged Aftermarket Suspension Components (previously titled Welded Aftermarket Suspension Struts)

 # 01–2026 Phasing Out of Cast Iron I-beam Axles

INFORMATION SHEET
04 - 2007 (V2 August 2026)
Helping New Zealanders Build & Modify Safe Vehicles
Stainless Steel Braided Brake Hoses


INFORMATION SHEET
05 - 2012 (V2 August 2026)
Helping New Zealanders Build & Modify Safe Vehicles
Acceptance Process for Welded Cast or Forged Aftermarket Suspension Components

INFORMATION SHEET
01 - 2026 (August 2026)
Helping New Zealanders Build & Modify Safe Vehicles
Phasing Out of Aftermarket Cast Iron I-Beam Front Axles

Information Sheet # 04-2007 Stainless Steel Braided Brake Hoses (Reissue)

This Information Sheet has been updated, as the various sections of the VIRM it referenced have changed since the Information Sheet was released in 2007.

Information Sheet # 05-2012 Acceptance Process for Welded Cast or Forged Aftermarket Suspension Components

This Information Sheet was previously titled *Welded Aftermarket Suspension Struts*. The scope of this Information Sheet has been broadened from just suspension struts to include other suspension components which incorporate welding to a cast or forged component, as the approval process is the same.

Information Sheet # 01-2026 Phasing Out of Cast Iron I-beam Axles

This Information Sheet details the end date for acceptance of aftermarket I-beam axles made of cast iron. Over a decade's worth of testing of these axles has shown no improvement in quality, and there are now many more forged options for purchasers than there were ten years ago. This explains the process and timeline for phasing out of aftermarket cast iron axles.

For all LVVTA Information Sheets, visit the LVVTA website Documents Area:

www.lvvta.org.nz/documents#infosheets

LVV STANDARDS UPDATES

35-00(03) – Braking Systems
85-40(05) – Engine & Drivetrain
110-00(00) – Glazing
200-30(02) – Rear-view Mirrors
200-50(00) – Windscreen Wipe & Wash

Helping New Zealanders Build & Modify Safe Vehicles
Low Volume Vehicle Standard
35-00(03)
Braking Systems

Helping New Zealanders Build & Modify Safe Vehicles
Low Volume Vehicle Standard
85-40(05)
Engine & Drive-train
Low Volume Vehicle Technical Association (inc)

35-00(03) – Braking Systems

This Standard has been updated to the Next-Gen document format, with all of the technical requirements moved to *NZCCM Chapter 8: Braking Systems*, and the Standard becoming a simple overarching legal document.

85-40(05) – Engine & Drivetrain

This Standard has undergone minor formatting changes to bring it into line with other Next-Gen LVV Standards.

110-00

110-00(00) – Glazing

This is a new LVV Standard created as part of the overhaul of *NZCCM Chapter 15: Glazing & Vision*.

200-30

200-30(02) – Rear-view Mirrors

This Standard has been shifted to the Next-Gen document format, and all of the technical requirements moved to *NZCCM Chapter 15: Glazing & Vision*.

200-50

200-50(00) – Windscreen Wipe & Wash

This is another new LVV Standard created as part of the overhaul of *NZCCM Chapter 15: Glazing & Vision*.

NZCCM

NEW ZEALAND CAR CONSTRUCTION MANUAL UPDATES

Chapter 3 – Authority Cards

Chapter 8 – Braking Systems

Chapter 9 – Engine & Drivetrain

Chapter 15 – Glazing & Vision

Chapter 19 – Vehicle Operation

3

Chapter 3 Authority Cards

The main reason for updating this Chapter was to change the payment method listed and incorporate a few more details needed in the application forms for an LVV Authority Card. It also provided an opportunity to improve the layout of the authority card criteria and application processes, and to make sure that the application and scrutineering process for an Occupant Protection LVV Authority Card was still accurate.

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Chapter 8 Braking Systems

This Chapter has undergone a major overhaul, and has been moved to the Next-Gen document format. Nearly twenty years' worth of updates and amendments have been incorporated, including new recipes for brake pedals, new requirements for electric and hydraulic brake boosters, and a raft of other important updates.

9

Chapter 9 Engine & Drivetrain

This Chapter has undergone minor updates, including changes to shielding for under bonnet components, and new requirements for driveshaft adaptors.

15

Chapter 15 Glazing & Vision

This Chapter has undergone a major revision, and been moved to the Next-Gen document format. The biggest change has been around the requirements used for measuring windscreen wiper swept area, which has long been a bone of contention amongst modifiers.

19

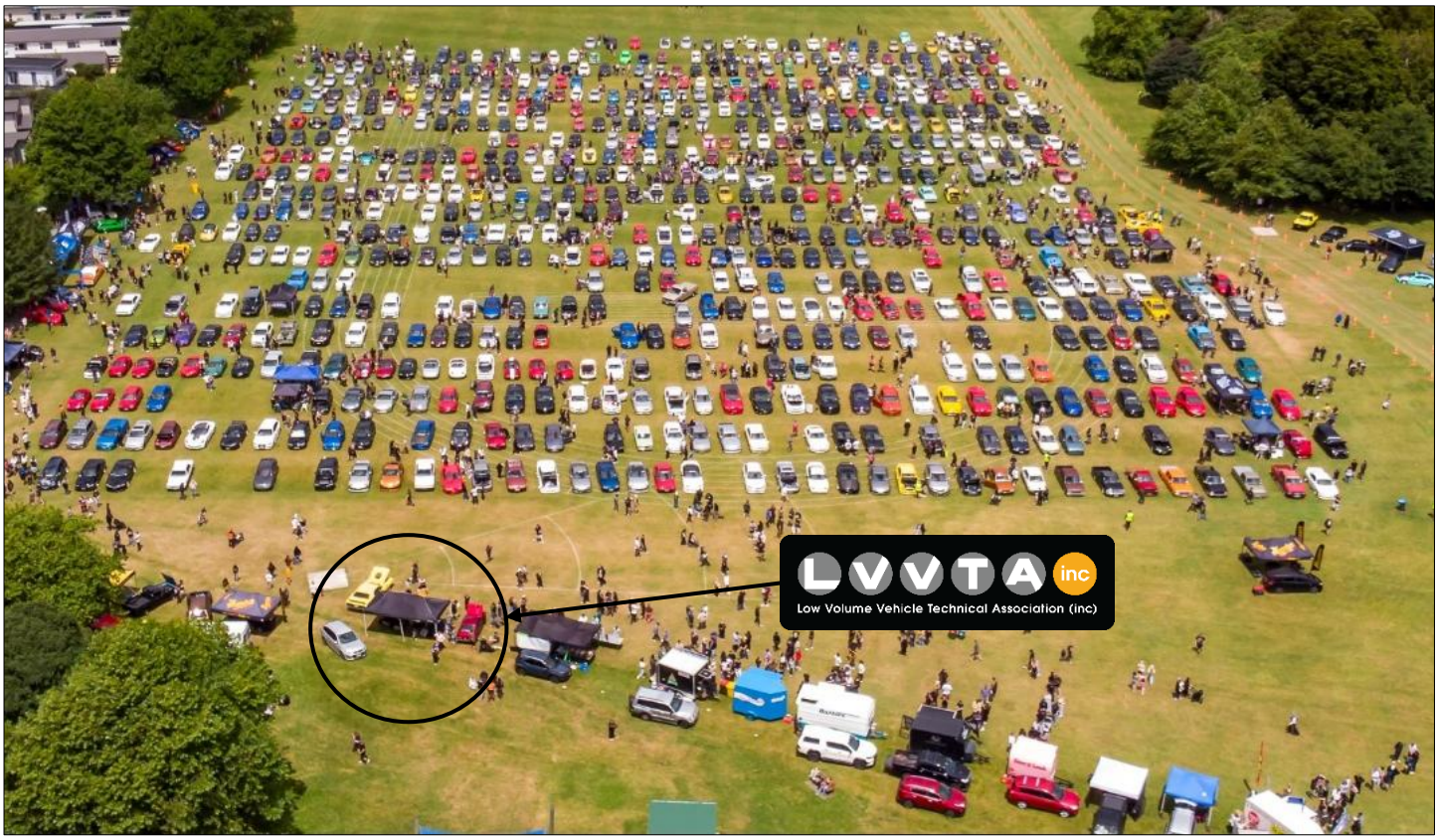
Chapter 19 Vehicle Operation

This Chapter has undergone further minor alterations as a result of the Braking System requirement updates.

LVVTA Events

Hardpark 2026

On the 17th of January, a diverse collection of modified vehicles descended on Trentham Memorial Park in Upper Hutt for Wellington Hardpark. For the fifth year in a row, we at LVVTA were on hand to offer advice and raise awareness of the modified vehicle certification system. This time, we were lucky enough to have Ian Vibert's hemi-powered 1971 Plymouth Cuda and Derek Haggerty's newly finished Datsun 1200 coupe on the stand, both of which drew admirers all day. As well as the two show cars, we had a high-sided race seat (kindly on loan from Racetech NZ) fitted with three-point seatbelts, to go with the recently released YouTube video and Information Sheet outlining the issues with using high-sided race seats with normal seatbelts.

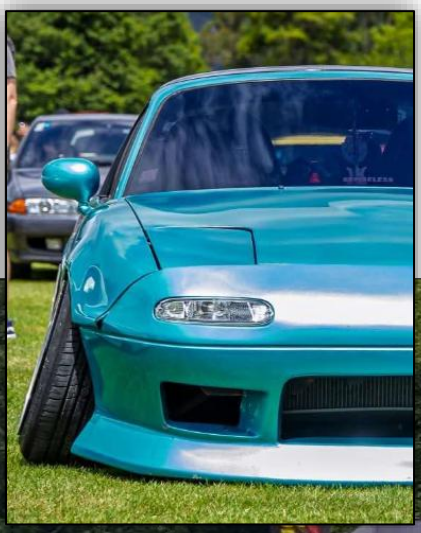


Although it looked like there were fewer cars overall than last year, there were plenty of people walking through the show, and a steady procession of showgoers through the LVVTA tent as the day went on. Marty and Leon (and later Cody too) were on hand to answer questions, encourage people to steal our pens, and banter with people about their projects. Anyone who stopped by the tent was also encouraged to enter the draw to win $270 off the cost of an LVV certification, which was given away to one lucky entrant after the show. It may have been the predominantly younger audience in attendance at the show, but everyone we met was curious, receptive, and interested in the LVV system, which shows great promise for the future. We'll be back again next year!

The owner of this MX5 was keen to get a photo in front of the LVVTA tent, and show off his 20-odd degrees of negative camber.

We're assuming he's into fuel economy and wanted to reduce the rolling resistance of his tyres to squeeze out another 0.1 mpg.

And before you ask, no, it's not LVV certified…



Show Your Ability 2026

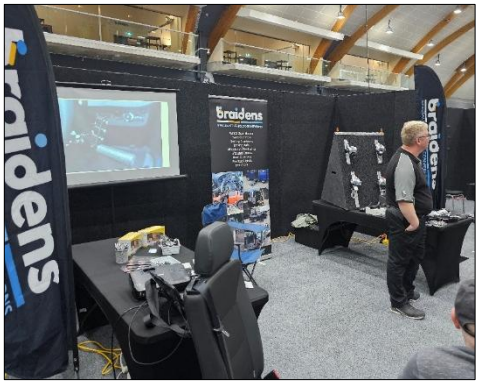
In March, LVVTA headed up to Palmerston North to visit Show Your Ability 2026, a showcase for technologies to assist people living with disabilities. This is an annual event, and every year the range of devices seems to increase – this year there was everything from all-terrain wheelchairs, to beds and lifters, to rehabilitation aids for people who have suffered a brain injury.

This year's show had four disability vehicle modifiers represented – Milner Mobility, Vehicle Adaptions, Freedom Mobility, and Braiden International. It was great to be able to catch up with them all and see what they had on display. Vehicle Adaptions had a Ford Ranger on their stand which they had modified for a person in Bulls, that incorporated hand controls, a swing-out seat, a wheelchair lifter in the cab, as well as a crane in the box body for a power wheelchair.

Milner Mobility had several vehicles on their stand, including the recently completed Hyundai Staria, which featured a custom independent rear suspension setup to allow for a channel cut into the floor for wheelchair access. The LVV certification process for this vehicle involved input and approval from TAC for the rear suspension setup, and engineering analysis for the wheelchair occupant's seatbelt. It's intended that this is the first of many similar vehicles, and Milners hope to begin production of these soon. It was good to finally see it in the flesh, as it's been a point of discussion in the LVVTA offices for a while.

Freedom Mobility had a VW Caddy on their stand, which was one of their large fleet of disability transportation-adapted rental vehicles. Braidens didn't have a vehicle on display, but they did have a range of information on the variety of bespoke modifications they carry out to vehicles for people with disabilities, and services they can offer.

It was great to catch up with some familiar faces, and meet some new people in the industry. As well as keeping in touch with what's happening in the disability modification sector, the other purpose of the visit was to let everyone know about the upcoming industry consultation period on the two disability modification-related LVV Standards prior to their overhaul and re-release. The continual growth reflected in the show is an indication of how fast the industry is evolving, but this also means that the Standards need updating to keep pace with these new technologies. A common issue that kept cropping up was the increasing weight of power wheelchairs, and the lack of restraint options for wheelchairs over 200 kg, which is something we are hoping to provide a solution for as part of the overhaul of the LVV Disability Transportation Standard.



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Visitors & Meetings

NZTA Senior Staff

Back in May, LVVTA was visited by Mike Hargreaves, NZTA's new Director of Land Transport. Mike was joined by Geoff Williamson (Head of Vehicle Regulation) and Liam Brennan (Head of Regulatory Design and Enablement), for a tour of the LVVTA and RepairCert NZ offices.

They were treated to an overview of the origins of the low volume vehicle certification system, the functions of the staff in the LVVTA office who help keep the system running, and some of the challenges presented by the ever-increasing numbers of unsafe aftermarket components. As part of the tour, they also got to play with some of the certifier training tools prepared by Andrew McGregor, including the EPAS tug-of-war machine used at a previous certifier conference.

Mike commented after the visit "*It was a very helpful session, and I came away with a firm appreciation of the important work that LVVTA and RepairCert NZ perform on a daily basis".*

Minister of Transport Hon Chris Bishop

Our role is relatively specialised and understandably, not widely known outside the sectors we work with. However, we perform an important function in helping to ensure that modified vehicles meet the required standards and are safe for use on New Zealand roads.

With that in mind, we've been working hard to make sure government understands who we are, what we do, why it's important, and how we support and work alongside government.

In late August, LVVTA CEO Ken McAdam met with National MP and Minister of Transport Hon Chris Bishop at his Parliament office, to talk about LVVTA's role, the LVV certification system, and some of the work we are doing to support road safety and the wider vehicle modification industry.

Member for Mana Barbara Edmonds

The following month, Labour MP for Mana Hon Barbara Edmonds came out to the LVVTA building in Elsdon Porirua, so we could give her a hands-on understanding of what it is we do, and how it fits within the NZTA regulatory framework.

Barbara already had some familiarity with LVVTA through her husband's experience of importing a van from Japan — a process he apparently managed successfully despite, we're told, being unable to order a pizza online for local delivery…

The van had new rear seats and seatbelts fitted, before successfully going through the LVV certification process.

Showroom Guest

Datsun 1200 on Loan

We have been lucky enough to have the Haggerty family's award-winning Datsun 1200 coupe in the showroom for a few months. Running a warm A15 with twin sidedrafts, period SSR wheels, and a stunning coat of Soul Red, it's no wonder it won the Modified class of the 2026 Ellerslie Intermarque Concours d'Elegance.

LVVTA Training

National Conference

For the third year running, LVV Certifiers from around the country congregated at the LVVTA offices in Porirua for the 2026 National LVV Certifier Conference. This year, as well as the usual procedural updates, there were a range of topics discussed, and the opportunity for certifiers to provide feedback on new draft requirements.

Cody Nicholson took certifiers through the proposed changes to windscreen wiper swept area and sightline requirements, which have always been a contentious topic amongst some groups of modifiers. Part of what's proposed includes a way for certifiers to measure the percentage of windscreen swept by the wipers, and a relaxation for modified production vehicles, which was generally well-received. Cody had several models of full-sized windscreens and discussed some of the difficulties of effectively wiping a chopped windscreen, as well as demonstrating how to measure wiper sweep, and determine the difference between a windscreen and wind deflector.

Ken McAdam took certifiers through the procedural items from the last twelve months, including introducing several new LVV Certifiers to the rest of the cohort, while Andrew McGregor gave certifiers a refresher on braking system and general hydraulic principles. This involved a model of a brake pedal box with two differently sized master cylinders, which demonstrated the difference in pressure generated with the same force applied to the brake pedal. The presentation also involved a load cell placed on a rig with a driver's seat, and certifiers pressing a brake pedal to see how close they can get to the brake force loads specified in the Car Construction Manual. This inevitably led to a contest to see who could get the highest reading on the scale, which was topped by Paeroa-based certifier Nathan McGowan – who got up, casually pressed 380 kgs (which was more than 150 kg over the next-highest reading), and sat back down again like it was nothing. Nathan is a great advertisement for not skipping leg day!

As always though, the highlight of the day was the food – ably prepared by LVVTA's own Nikki Thomas, accompanied by her daughter (and now head chef) Sam.

The final item of the day was a talk by the NZTA Director of Land Transport, Mike Hargreaves, who spoke about some of the regulatory and technological changes happening both within and outside of NZTA. He also gave an insight into the level of personal responsibility that comes with being the head of the Land Transport system, and the balance needed between creating a safe vehicle network while also keeping regulations workable. He also made a point of thanking LVV Certifiers, who are a crucial part of both of these elements.

Feedback continues to be positive about the annual conference model, so we'll see you all again in 2027!