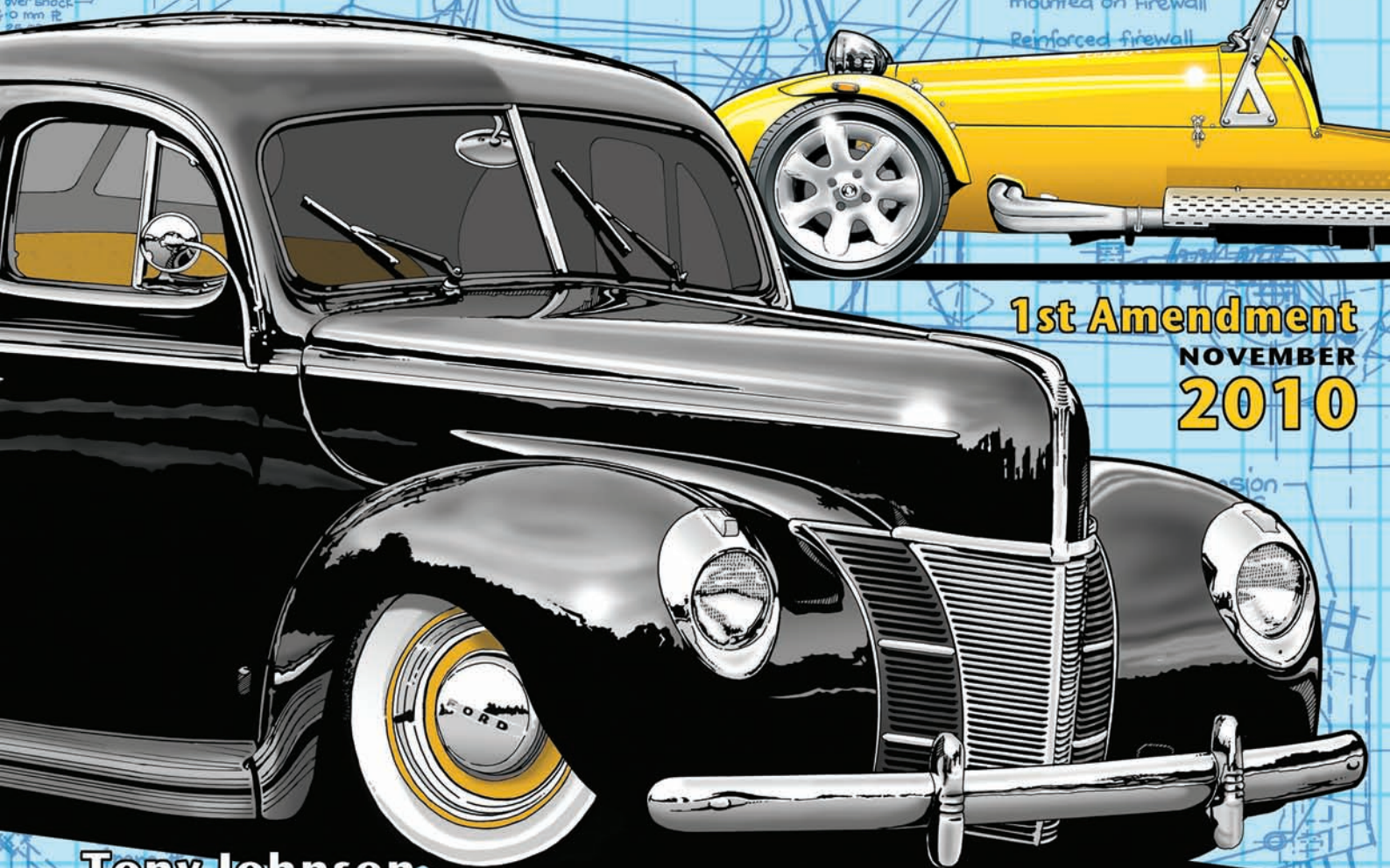


THE NEW ZEALAND CAR CONSTRUCTION MANUAL

ABOUT THE AUTHOR



1st Amendment
NOVEMBER
2010

Tony Johnson
Low Volume Vehicle Technical Association (Inc.)

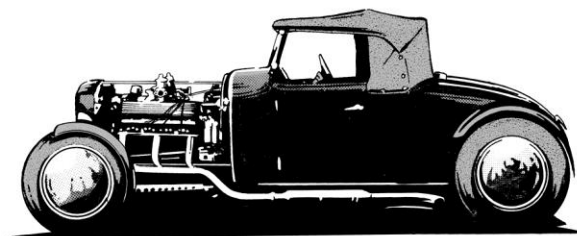
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PUBLISHER & OWNER

The New Zealand Car Construction Manual is published and owned by the Low Volume Vehicle Technical Association Incorporated (LVVTA). LVVTA is an incorporated society and was established in 1992, and represents approximately 50,000 motor vehicle enthusiasts throughout New Zealand.

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The New Zealand Car Construction Manual was written by Tony Johnson of Auckland New Zealand, for the NZHRA, who originally commissioned the development of the Manual in 2002. Tony has continued to take responsibility for the on-going amendments to the Manual for NZHRA, and for LVVTA since LVVTA took ownership of the Manual in October 2010.

Tony is a self-employed illustrator, journalist, technical writer, and automotive consultant, and is a member of various car clubs and associations.

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The LVVTA wishes to acknowledge the New Zealand Hot Rod Association for its determination and vision in undertaking the original development of the New Zealand Car Construction Manual, and for demonstrating its on-going long-term commitment to all vehicle modifiers and builders by enabling this manual to become an integrated part of New Zealand's low volume vehicle certification system.

NZHRA, and its key personnel, have, and continue to since the inception of LVV certification, form the back-bone of the LVV certification system in New Zealand. LVVTA is very appreciative of NZHRA's on-going commitment and integrity.



DISCLAIMER

The author and publisher have made all reasonable efforts to provide sound and correct advice, based on the historical knowledge and best practice experiences of all parties involved in the development and production of this manual.

However, no responsibility or liability is accepted by the author or the publisher for any error or omission, or any loss suffered by any person relying directly or indirectly on this manual.

Any person who builds or modifies a motor vehicle accepts that there may be some associated risks, and does so in the full knowledge of this, and accepts full responsibility for their own actions.

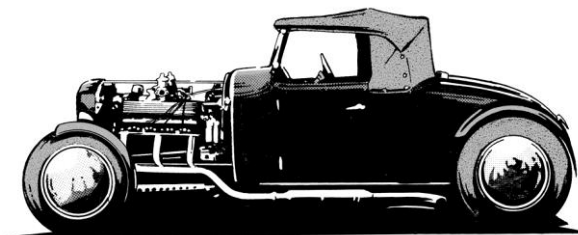
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About the Author

From the New Zealand Hot Rod Association (Inc) Executive Committee, 2007.

The New Zealand Hot Rod Association has been involved in low volume vehicle certification from its inception by the Government. It was through the foresight of Tony Johnson, then President of NZHRA, that NZHRA was able to prevent new legislation from being introduced that threatened the very existence of the hobby of hot rodding. Tony negotiated with the Ministry of Transport for NZHRA, to find ways to implement vehicle certification for modified vehicles that would retain the integrity of hot rodding, while at the same time complying with new safety compliance measures. His proactive stance on low volume vehicle certification initially caused some consternation among some NZHRA members, but it is now clear to everyone that the outcome has been the establishment of an excellent system, which has enabled NZHRA to continue to ensure that its members' vehicles are still able to be built with very few restrictions, provided that they are constructed safely.

By the time vehicle certification for modified vehicles was introduced by the Government in 1992, Tony, along with the assistance of the NZHRA Executive Committee and the Technical Advisory Committee of the day, had written the first Code of Construction Manual as a guide to both hot rodders and other vehicle builders. He continued to work on behalf of NZHRA with the Government to make vehicle certification as practical as possible for rodders, involving setting up the systems, and appointing and training the best of our own hot rod builders around New Zealand to become the LVV Certifiers. It was at his suggestion that NZHRA introduce 'retrospective certification' to ensure that all the modified vehicles owned by NZHRA members were safely built, which showed commitment and good faith to the Government at a critical time, and over the years has resulted in a major improvement in the safety of many of the vehicles that NZHRA members and their families travel in. Tony has also been responsible for setting up a Fender Exemption system that NZHRA is able to administer itself, which allows NZHRA members to run vehicles without fenders in the true traditional style of hot rodding, free of the old 'to and from hot rod events only' restrictions.

Tony was President of his home club Wanganui Road Rodders for many years, and was given Life Membership in 1988. He became President of NZHRA in 1989 and held that role until 1995, and in 1994 was given Life Membership of NZHRA in recognition for his work for hot rodding. Upon the establishment of the 'single-certification system' in 1996 he became the Technical Officer of LVVTA and has been LVVTA's Chief Executive Officer since June 2003. This CEO role has enabled him to continue to help all other car builders as well as hot rodders by liaising with Government policy-makers on behalf of LVVTA and its member organisations, by working through vehicle safety issues with the Government to ensure that we are able to continue to enjoy hot rodding, and car building and modifying in general as we know it. In 2003 Tony became the recipient for the prestigious 'Meguiar's Collector Car Hobby Person of the Year Award' for his services to all car hobbyists New Zealand-wide, the highest distinction that someone can achieve in the car hobby in New Zealand. In 2008 the New Zealand Government awarded Tony with a Road Safety Trust Innovation and Achievement award for the development of this Car Construction Manual.

Tony started writing this manual as a replacement to the 1992 Code of Construction Manual for NZHRA in 2000. Through Tony's many skills and strong general automotive and hobby car knowledge, he has done (other than the CAD-diagrams) everything himself, including the manual's concept and design, co-ordination of technical input, technical writing, type-setting, formatting, editing, the many car illustrations, and even the cover artwork. This has saved NZHRA a great deal of money, and has achieved a document that is probably the best of its kind in the world.

The Executive Committee of NZHRA and its members would like to extend their sincere thanks to Tony for this manual, and for his 20-plus years of devotion to the safety of our sport, and its future. This excellent document will always be a tribute to your dedication. Thank you TJ.