

ADVICE TO ENGINEERS PREPARING VEHICLE REPORTS

All Street Rod Vehicles must have an engineering report prepared by an R.T.A "Recognised Engineering Signatory". In addition the vehicle must meet certain visual and mechanical standards as outlined elsewhere in this booklet. The NSW Street Rod Committee Inc. has the responsibility to administer this scheme and reserves the right to refuse to register any vehicle it considers to be unsafe or unsuitable.

The report should be prepared on the Engineering Signatory's own letterhead showing street address and a business hours telephone number and contain sufficient information to describe the vehicle being inspected. (See sample)

It will also be necessary to provide additional sheets in the report giving detailed and comprehensive descriptions with photographs for clarification of the chassis, front and rear suspension, steering, brakes, drive train etc. as to the modification and fitting of these components to the vehicle being inspected. It may be required to provide Non Destructive Testing (NDT) certificates on certain modified components eg. welding or bending of steering arms, pitman arms etc.

In this booklet we have included a listing of some of the things that should be looked at in the inspection of Street Rod Registration vehicles. This list is not necessarily complete for any particular car and should not be used as a check-list although it does form a good basis for a thorough and systematic inspection. Also included is a sample report showing the minimum information that would be acceptable.

The registration requirements for Street Rod Registration Vehicles are outlined elsewhere in this booklet and it is your responsibility to ensure that the vehicle meets these requirements.

When describing the various components and material used in the vehicle, it must be ensured that the correct information is recorded in the report. Failure to provide an accurate description of the make up of the vehicle can lead to difficulties for the owner as the report will not be accepted by the Street Rod Committee.

SAMPLE FRONT COVER SHEET OF AN ENGINEERING CERTIFICATE

LETTERHEAD WITH ADDRESS AND TELEPHONE NUMBER

ENGINEERING CERTIFICATE NUMBER

I have personally examined the vehicle described below. I hereby certify that, the particulars shown in this certificate are correct and that in respect of the vehicle modifications described below, the vehicle is sound in its design and construction and it meets the requirements of the NSW Street Rod Committee Inc Regulations for the Street Rod Registration (Unregistered Vehicle Permit) Scheme.

2/8/95

Engineer
MIE (Aust)
Member Number

MODIFIED PRODUCTION VEHICLE

Owners Name	: S. Rod	
Address	: 32 Tudor St. Fordsville 2171	
Registration Number	: If applicable	
Vehicle Make & Model	: Ford Model A	
Body Type	: Roadster	
Month/Year of Manufacture	: 1928	
Engine Number	: 1234	
Engine Capacity	: 350 ci	
Chassis/VIN Number	: If applicable	
Unladen Mass	: 950 Kilo	
Affected Australian Design Rules	: Not applicable	
Status of Modification	a) Engine	: Replaced
	b) Transmission & Driveline	: Replaced
	c) Front Suspension & Axles	: Modified
	d) Rear Suspension & Axles	: Replaced
	e) Braking System	: Replaced
	f) Steering System	: Replaced
	g) Wheels & Tyres	: Replaced
	h) Body/Chassis	: Modified
	i) Seating	: Original

Nature of Modifications

A 350 ci V8 Chevrolet engine and a Chevrolet 4 Speed manual transmission have been fitted. The rear axle has been replaced with an assembly from a Ford Mustang incorporating the Ford rear drum brakes. Refer to attached notes for additional details of the modifications.

SAMPLE ONLY

Attachment to Engineering Certificate Number..... Vehicle: 1928 Ford Model A Roadster
Owner : S. Rod Engine Number : 1234 Chassis Number :

Engine This vehicle is fitted with a 350ci Chevrolet engine. Standard Chevrolet Engine mounts are used with a specially fabricated tubular crossmember welded to the chassis.

Transmission The transmission is a Chevrolet 4 Speed manual Transmission which is compatible with the 350 Chevrolet engine. The transmission is mounted to the engine using a standard bell housing and is supported on a standard rubber mount attached to specially fabricated tubular crossmember welded to the chassis.

Front Suspension/Axle The front suspension is an original Ford transverse leaf spring with a 50mm diameter tubular axle. (See attached X-ray report) The axle is located longitudinally with radius rods attached to the axle and chassis with specially fabricated brackets and transversally with a panhard rod. The locating rods are fabricated from a suitable size tube with one adjustable end and urethane bushes.

Rear Axle/Suspension The rear axle is from a 1969 Ford Mustang located longitudinally by radius rods attached to the differential tube and the chassis using brackets and rods of adequate size to withstand power output of the engine and located transversally using a panhard bar. Suspension consists of a pair of adjustable coil/over shock absorbers mounted to the rear cross member and the differential housing.

Brakes The braking system comprises of XW Falcon discs and callipers on the front with 10" diameter Ford Mustang drums on the rear with XA Falcon master cylinder and booster. The pedal assembly consists of a fabricated pedal of a suitable size to withstand a 200pound force applied to it.

The braking system was tested to the AIS Requirements and the results are as follows:

Footbrake	Peak	93%
	Average	73%
Pedal		348 N

See attached report.

Handbrake was found to be satisfactory and the brakes stopped the vehicle in a straight line without any premature rear wheel lockup.

Steering The steering system comprises of a 13" Sports Steering wheel with a LH Torana steering column coupled to a XW Falcon steering box using a factory fabric coupling. The pitman arm is a custom made steel component connected to a steering arm on the right hand front wheel with a link constructed of 22mm OD CDS tube with adjustable tie rod ends. The steering arm is custom made and its construction is considered adequate for the job. The steering arms and the stub axles are forged components from a 1940 Ford. A visual inspection indicates that the original components are considered to be in satisfactory condition. The tie rod connecting the two wheels is of 22mm OD CDS tube with adjustable tie rod ends. The steering system enabled the vehicle to be satisfactorily controlled effortlessly and providing self centring after cornering.

Chassis The chassis is an original 1928 Ford Model A fully boxed using 4mm plate from the front to the rear cross members along with two 50mm tubular engine and gearbox crossmembers and a K member is provided between the gear box and rear crossmember consisting of 75mm x 50mm x 3mm RHS. The chassis design and construction is typical of this type of vehicle and is considered to be constructed adequately for rigidity and torsional strength.

The above information is a sample of the type of Report required for Street Rod Registration Vehicles and while it gives an idea of the modifications that have been carried out on the vehicle it is by no means complete. Additional information such as wheels and tyres, body construction, seat belt mounting and exhaust noise would also be required along with photographs for verification and clarification.