

Street Rod Committee Meeting Minutes 19/2/2009

Attendance – Paul Cooke, Emmanuel Cambourakis, Craig Gillings, Al Rawson, Dave Hart, Adrian Buckley, John Hartshorn, Neil Pope, Darren Abela.

Visitor – Athol Mullen (NSW RTA recognised Engineer Signatory)

Discussions:

Athol Mullins

VCCS (Vehicle Compliance Certification Scheme)

Some information was presented to the SRC on the new registration scheme being looked at by the RTA. This new scheme if adopted, will require the following for new registrations (FULL NSW)

- 1 Need engineers cert
- 2 Copy of the Engineers report will automatically be issued to the RTA
- 3 This engineers report will be listed against that vehicle
- 4 RTA will have digital copy of all paperwork/cert.
- 5 Engineers will need to have a minimum (not stated yet) level of indemnity insurance
- 6 All engineers will need to reapply to the RTA to stay on as signatories. The will review all applications to clarify qualifications and relevant experience

Neil Pope – Update on NCOP

SRC will be sending the RTA a letter requesting that we would like a copy of the draft proposal for review and comment.

QLD do not accept the NCOP in its current form, and will not accept it until changes are made. (Changes not mentioned).

Adrian Buckley – RTA Meeting

Attendee's:

A.S.R.F.

Paul Walsh — National TAC Coordinator, Kim Featherston — NSW Director, Mark Saunders — ACT Director, Adrian Buckley — NSW Street Rod Committee

R.T.A

Dan Levy, Wayne Docerty, Barry Craig, Charlie ?, Charlotte Voyer, Gavin Hill.

- The meeting was opened by Dan Levy. A quick introduction was made with names and positions only. No business cards were available as the RTA had only just moved to North Sydney and business cards were at the printers.
- It was noted that all present from the RTA were from the policy and administration sections. No technical representatives.
- Paul Walsh explained to the meeting that the ASRF were keen to see the introduction of the National Code of Practice (N.C.O.P). This would enable replica hot rods to be included on full registration.
- A.V.S.R relate to new vehicles.
- Some History received:
 - Modified productions and replica types were discussed.

- RTA point of view is that replicas are seen as new. It's RTA's Present Policy
- Explanation by the RTA how NSW is different to other states
 - WA registered 10 hot rods last year
 - NSW Registered 600 hot rods
 - NSW has more risk than WA
 - Advised we have 3 options
 - A) Modified productions
 - B) I.C.V
 - C) Clubs or concessional
 - A New vehicle is classified as NEW
- Some discussion of how the street rod committee has been working with the RTA since early 1970's and we hope that this will allow the N.C.O.P flow into the system
- To make any changes:
 - A detailed presentation would be required
 - 18 To change and why — concern re: Risk Management
 - 19 The RTA will only change if they can see benefit to the RTA and the people of NSW. It will have to be approved by the minister.

Dan Levy

The RTA has been reviewing the NCOP document, to align it into NSW perspective and a revision will soon be out for public comment and input. It will be important for us to review documents and give input. Dan Levy also informed us that he is the principle contact.

- 1 Question From A Buckley – will there be any change to the present situation (cars already registered) -MPV, ICV, Club permit scheme?

Dan advised that all three are locked in and there would be no change.

It was also mentioned by Dan Levy that he has concerns over the following issues with some hotrods

1. Big engines that you cant see over or past
2. Foot pedal ergonomics
3. Exhaust Covers on exhausts outside of chassis

General

- 1 Discussion on rego drama's for someone who is building a truck, or using a truck chassis for a body swap. At the federation meeting it was mentioned that you cant have a weld in front end on a truck chassis, the same for the rear leaf spring holders? Athol Mullins confirmed this. For truck chassis you will need to refer to VSB6 (Vehicle Service Bulletin 6). The will need to be bolt in..
- 2 A letter was received from Ian Cameron (Designed Chassis) enquiring about guideline changes, in regards to dead perch bolts and pan hard bars on front ends. **SRC response** – No guidelines have changed in NSW (club rego). Dead perch bolts are NOT acceptable on club rego and a pan hard bar is required on a cross steer set-up, and optional on a side steer dependant on front end set-up.
- 3 LHD on Club Rego – Lots of questions have been asked recently and are becoming more common. Currently LHD is not acceptable on club rego. Emmanuel is seeking clarification of the rules with the RTA.
- 4 New Rego's – all cars presented for rego under ICV will need collapsible steering column, exhaust at 94db, and pass a bridge brake test (10 stops from 100km/hr)

- 5 Rego checks are due soon. Please go see your nearest approved inspector. Inspectors have all the paperwork. Please remember to send your travel cards back with \$25, and a copy of the rego papers

NOTE: to become a Street Rod Committee “recognised club”, the following action needs to be taken

1. Send a letter to the SRC requesting acceptance as a “recognised club”.
2. Include in the letter, the name and address of the clubs TAC Rep and the name, address and specimen signature of the club secretary.
3. Send a copy of the Club’s constitution with the following clause included:

Members with cars on the permit registration scheme must abide by the rules and directions of the NSW Street Rod Committee Inc.

At all times, the NSW Street Rod Committee Inc has jurisdiction over the vehicle in the club.

The car owner must be a resident of NSW if affiliated with a non-NSW club.