

APPROVAL OF THIS BOOK

‘Registration Requirements and Construction Guidelines for Street Rods in NSW’

This is a guide for owners seeking Conditional Registration for their Street Rod in NSW. It has been prepared through the efforts of the NSW Street Rod Committee on behalf of the Street Rodders of NSW.

The NSW Street Rod Committee has the delegated authority of the Australian Street Rod Federation to represent the interests of NSW Street Rodders in dealings with the NSW Roads and Traffic Authority (RTA) on registration matters and vehicle construction and safety standards for Street Rods in NSW.

The NSW Street Rod Committee extends its appreciation for the contribution made by the RTA in its support of the Conditional Registration Scheme for Street Rods and the ongoing liaison between the Committee and the RTA’s Light Vehicle Standards and Vehicle Strategy Sections.

Signed for and on behalf of:

 R T A Roads and Traffic Authority www.rta.nsw.gov.au	
<p>Roads & Traffic Authority of NSW by its authorised delegate.</p> <p>Signed: _____ Signature of delegate</p> <p>Date: _____</p> <p>Name: _____</p> <p>Title : _____</p>	<p>NSW Street Rod Committee</p> <p>Signed: _____ Signature of delegate</p> <p>Date: _____</p> <p>Name: <u>Emmanuel Cambourakis</u></p> <p>Title : <u>Registration Officer</u></p>

Reader Response Card

You have obtained a copy of the Construction Guidelines for Conditional Registration of Street Rods in NSW. To help the Street Rod Committee to keep it up to date should there be any revisions or additions, would you please fill out this form and return it to:

NSW Street Rod Committee Inc
PO Box 710
Wyong 2259

Your details will be kept on our database and send you any future update or amendments to these guidelines free of charge.

Name:

Address:

.....

Postcode:

Telephone number:

Book Number:

Reason for acquiring booklet:
Rodder, Engineer, etc

Amendment History Page

Version	Issued	Description
Version 1.0	1982	Original
Version 2.0	June 2003	Revised version incorporating changes to procedures from Unregistered Vehicle Permit scheme to a Conditional Registration scheme.

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Glossary

NSW Roads and Traffic Authority	RTA
NSW Street Rod Committee	SRC
Australian Street Rod Federation	ASRF
Street Rod	a vehicle that's been modified for safe road use and that: <ul style="list-style-type: none">a. has a body and frame that were built before 1949, orb. is a replica of a vehicle the body and frame of which were built before 1949.
Travelling Authority Card	TAC
Compulsory Third Party Insurance	CTP Insurance or Green Slip
Australian Design Rules	ADRs
Signatories	Engineers approved by the RTA under the Vehicle Compliance Certification Scheme
Certificate of Compliance	formerly an Engineers Certificate, prepared by an RTA approved Signatory

INTRODUCTION

Overview

This Book is a construction guideline for owners intending to obtain Conditional Registration for their Street Rod in NSW. However, the construction guidelines may also be of benefit for those intending to obtain Full Registration. If you intend to apply for Full Registration, please visit the RTA website My RTA.com for further information.

Street Rods on the Conditional Registration scheme are exempt from some of the current Australian Design Rules (ADR's) and are not restricted to the use of an original body or chassis.

However, vehicles must comply with the rules and regulations set out in this book. Vehicles must be constructed using sound engineering practice and must be maintained in safe and thoroughly serviceable condition.

To be eligible for Conditional Registration, the owner must be a financial member of a Street Rod Committee approved NSW Street Rod Club and the Street Rod must consist of at least a body and frame from a pre 1949 production vehicle or a replica thereof. Refer to definition of a Street Rod on the next page.

Street Rods registered under Conditional Registration require a Travel Authority Card issued by the NSW Street Rod Committee to travel on public roads with an authorisation number issued by a member of the NSW Street Rod Committee. The various types of permits covered by the Card are outlined in the section *Using your Conditionally Registered Street Rod*

Conditionally Registered Street Rods and Travel Authority Cards are not transferable and registration plates **MUST** be returned to the RTA if a vehicle is sold. **You must also advise the SRC of the sale of the vehicle.** The new owner is required to comply with the requirements as if the vehicle was being first registered, including updating the vehicle to meet with current requirements. In some instances, it may be possible to use the previous Engineer's Report provided there have been no material changes to the vehicle. You may be eligible for a refund on the Compulsory Third Party (CPT) insurance fees. For any refunds of CPT insurance premium, please direct your application to QBE Insurance (Aust) Ltd, on telephone 13 13 03. You will need to provide an RTA letter to QBE as evidence that your registration has been cancelled.

Street Rod Definition

A "**Street Rod**" has been defined in the SRC constitution as:-

a vehicle that has been modified for safe road use and that:

- a. has a body and frame that were built before 1949, or**
- b. is a replica of a vehicle the body and frame of which were built before 1949.**

Reference: Road Transport (Vehicle Registration) Regulation 1998, Paragraph 96 (3) (a) and (b), Schedule 4

The NSW Street Rod Committee Inc.

The N.S.W. Street Rod Committee Inc. (SRC) acts on behalf of all Street Rodders in N.S.W. on all matters relating to the vehicle construction and safety standards required for legal registration of Street Rods. It is also available for consultation before and during the construction of a vehicle if required. The term "Street Rod" implies street driven, without which we have no hobby, therefore, the basic aim of the SRC is to ensure the continuation of the scheme.

The SRC is a group of publicly elected enthusiasts who give up their time to represent their fellow Street Rodders in matters relating to Street Rod construction and safety.

The SRC is recognised by the RTA as the body representing Street Rodders in N.S.W. This recognition has developed out of a continuing liaison between these bodies and the former Department of Motor Transport (DMT) since 1972.

Street Rod Registration was first introduced in 1977 and was developed to enable street rods, most of which would have been classified as Individually Constructed Vehicles (ICV), to be driven on roads or road related areas through the Un-registered Vehicle Permit (UVP) system. The Street Rod Committee administered the issue of Street Rod Permits.

With the introduction of the Conditional Registration scheme in May 2002, The Street Rod Committee has been working with the RTA to continue with a registration scheme to allow street rods limited use of the road network (under special circumstances).

A major area of Committee activity is information supply and technical advice. This is the aim of this guide "Construction Guidelines for Conditional Registration of Street Rods". It is available for the cost of printing. The SRC also carry out safety inspections and act as Technical Advisers to our affiliated organisations.

In summary, the Street Rod Committee is working tirelessly to keep the "Street" in Street Rodding.

Any correspondence should be directed to:

**NSW STREET ROD COMMITTEE INC.
P.O.Box 710
Wyong NSW 2259**

RTA's POLICY ON STREET RODS

The following is the RTA's policy on Conditional Registration as it applies to Street Rods:

Background

The Roads and Traffic Authority (RTA) has produced this policy in conjunction with the NSW Street Rod Committee.

The RTA registers street rod vehicles under the Conditional Registration scheme. This scheme provides the vehicle with limited access to the road network and Compulsory Third Party insurance cover. Street rod vehicles registered under this scheme are exempt from the payment of:

- *stamp duty and*
- *motor vehicle tax.*

Conditional Registration may only be effected for street rod vehicles if:

- *the registered operator of the vehicle is a member of a NSW Street Rod Club approved by NSW Street Rod Committee, and*
- *the vehicle's use of the road network is restricted to club events or for servicing and inspection.*

Eligibility

A street rod vehicle is a vehicle that has been modified for safe road use and:

- *has a body and frame built before 1949, or*
- *is a replica of a vehicle, the body and frame of which were built before 1949.*

Vehicle roadworthiness

To ensure roadworthiness, the registered operator of a street rod must provide the following documents:

- *a Safety Inspection Report issued by the NSW Street Rod Committee or its specified Inspection Agents, and*
- *a Street Rod Vehicle Declaration of Roadworthiness and Proof of Club Membership form endorsed by a NSW Street Rod club official.*

Vehicle use

Street rod vehicles can only be used for events organised and officially documented by an approved NSW Street Rod Club and / or sanctioned by the Australian Street Rod Federation.

Vehicles can also be used on a road or road related area for the following reasons:

- *for servicing within a short distance from their place of garaging*
- *for the inspection of the vehicle by the nearest recognised NSW Street Rod Committee approved Authorised inspection station within a reasonable distance.**

Registered operators must carry a "Travelling Authority Card" showing details of each journey.

Conditions

Street rod vehicles registered under the conditional registration scheme are subject to the following conditions of operation:

- *The registered operator must be a member of an approved NSW Street Rod Club, recognised by the RTA.*
- *The vehicle must be used only in conjunction with an authorised club event or maintenance*
- *The vehicle must display conditional registration number plates and a current registration label*
- *The Certificate of Approved Operations, detailing the conditions applicable to the operation of the vehicle, must be carried in the vehicle whenever the vehicle is used on a road or road related area*
- *The Traveling Authority card must be carried in the vehicle whenever the vehicle is used on a road or road related area.*

Other conditions may be applied as required.

General

This policy applies to NSW Street Rod Clubs presenting vehicles for conditional registration. All members must be financial members of a club affiliated with the Australian Street Rod Federation and recognised by NSW Street Rod Committee, and be NSW residents.

Vehicles registered under the scheme may operate temporarily in other states and territories, under the same conditions that apply in NSW. Temporarily is considered to be not more than 3 months continuously.

Interstate vehicles (operating under a similar scheme in their home state/territory) may be driven in NSW if they legally comply with the Rules and Regulations of their permit/registration.

** a reasonable distance is considered not more than 10 kilometres in metropolitan Sydney, Newcastle and Wollongong and 20 kilometres in country areas.*

Additional RTA Policy that applies to vehicles seeking registration

The RTA will only make Conditional Registration available to a NSW resident for a Street Rod if:

- it is safe and roadworthy,
- it is permanently garaged in NSW,

Street Rods registered under this scheme are exempt from stamp duty and motor vehicle tax.

Proof of Identity

To register any vehicle in NSW, you must supply **Proof of Identity**.

To satisfy this requirement a current, NSW issued driver photo licence that is current or has expired within the last two years can be provided.

In addition, the RTA website (www.rta.nsw.gov.au) provides a full list of documents that can be used to satisfy this requirement.

Proof of Acquisition

To register any vehicle in NSW, you must supply **Proof of Acquisition**.

This usually means a purchase receipt but in the case of a homemade Street Rod, you will need to provide a Statutory Declaration stating how you acquired the vehicle.

Vehicle Identification

The RTA will issue a CR (Conditional Registration) Identification Number for any Street Rod that obtains Conditional Registration.

The CR Identification Number is to be engraved in characters 7mm high on a plate affixed permanently to the chassis, so that it is readily accessible and legible but also protected so that it cannot be damaged by road debris.

The CR Identification Number is the unique identifier for that vehicle and is not transferable from one vehicle to another,

Conditions

It's also recommended to carry a copy of your Signatories *Statement of Compliance* in the vehicle.

Other conditions may be applied as required by the RTA.

NSW Street Rod Committee's Policy on Street Rods

The NSW Street Rod Committee Inc. reserves the right to refuse to endorse or recommend any Street Rod for Conditional Registration that it considers being unsafe or unsuitable.

Visual Appearance of Conditionally Registered Street Rods

As the sport/hobby of Street Rodding is totally visual to the general public, vehicles displaying Conditional Registration plates for Street Rods must appear complete.

In addition to the construction standards listed later in this guide, the SRC requires that the following standards be met by vehicles seeking registration under the NSW Conditional Registration Scheme.

1. Body / Chassis

Vehicles shall be finished in a presentable condition and shall be neatly painted and detailed. Bodywork shall have no external or internal protrusions likely to injure any person and have no rust holes or sharp edges on fenders, mudguards, etc. Flame cut edges and dags on chassis rails, etc must be ground smooth (care must be taken not to weaken the structural integrity of the welded components). Windscreens shall be approved Safety Glass to the appropriate Australian Standard.

2. Interior

All upholstery, floor coverings and trim items shall be securely affixed to the vehicle.

- Driver and passenger's seats shall be upholstered.
- Dashboards shall be finished.

3. Wheels

If painted they shall be of uniform colour with hub caps or dress rims with chrome nuts, etc.

4. Engine

Shall be detailed by paint with some dress up gear, wiring and fuel lines must be neatly routed.

5. Exhaust

If exposed headers are used they shall be neat and have some form of coating. They shall also have heat shields to ensure that no person can inadvertently contact the exhaust or be burnt by it.

6. Paintwork

Cabs / Bodies shall have a uniform coat of colour paint (primer is not acceptable) and any vehicle components that are visible shall be detailed with a minimum of paint.

STEPS TO ESTABLISHING CONDITIONAL REGISTRATION

To be eligible for Conditional Registration of your street rod, you must be a financial member of an ASRF affiliated club or a Street Rod Club approved by the NSW Street Rod Committee Inc.

1. Obtain a Signatories Certificate of Compliance for your vehicle

You must have the vehicle inspected by an RTA approved Signatory who is to provide a comprehensive written Engineering Certificate (a sample engineering Certificate is contained later in this manual). Photographs may be necessary to explain some modifications. You must supply your Engineers Certificate to the SRC before they carry out their Safety Inspection.

2. Contact the Street Rod Committee (SRC) and obtain Conditional Registration forms

3. The SRC organises your Conditional Registration ID Number

The RTA provides a number that uniquely identifies the street rod.
The SRC manufactures a Registration ID plate for your vehicle.

4. Complete Street Rod Declaration form (provided by the SRC)

You are required to complete the Street Rod Declaration of Roadworthiness and proof of club membership, with:

- **Registered Operator Details**, i.e. your details,
- **Vehicle details**, the details of your street rod
- **Declaration**, the Street Rod Committee Registration Officer makes a declaration the vehicle has passed the SRC Safety Inspection
- **Vehicle Eligibility**, you will also need the form signed by your Club Secretary confirming that you are a current financial member of that club.

5. Provide Proof of Acquisition

You will need to supply proof of acquisition, usually a receipt for the vehicle or receipts for the major components. If the vehicle is home made you will need to provide a Statutory Declaration stating how you acquired the vehicle.

6. Do it yourself Vehicle Check List

The SRC recommend that you run through the Do it yourself Vehicle Check List before you present the vehicle for inspection. (refer to the end of this section)

7. Present vehicle to the (SRC) for Safety Inspection Report

Your street rod must have its initial inspection by the SRC Registration Officer. He will conduct a full safety inspection and prepare a Safety Inspection Report.

He will also complete the roadworthiness Declaration section of the Street Rod Declaration form.

8. The SRC attaches a Conditional Registration ID Plate to your vehicle

The SRC Registration Officer will attach a Conditional Registration ID Plate to the front left hand chassis rail with tamper proof rivets.

9. The SRC processes your paperwork and payment and forwards it to the RTA

The SRC will take all the necessary paperwork along with your registration fee to the RTA for processing (Wyong Registry Office). You must complete the Representative's Authority on the Application for Conditional Registration form.

Note: Third Party Compulsory Insurance (Greenslip) is included in the cost of Conditional Registration and is obtained by the SRC from the RTA.

10. The RTA processes the Application

The RTA processes the Application, allocates a numberplate, provides a Certificate of Registration and a Certificate of Approved Operations.

11. The RTA provide your Conditional Registration Plates and paperwork to the SRC

The SRC records your details, once processed (usually about two weeks); you will then receive your Number Plates, Registration Label, Certificate of approved Operations and Travelling Authority Card.

Note: The Street Rod Committee Inc. has the responsibility to administer this scheme and reserves the right to refuse to accept any vehicle it considers unsafe or unsuitable.

STEPS TO RENEW YOUR CONDITIONAL REGISTRATION

Conditionally Registered Street Rods all have a common expiry date of the 31st March, regardless of the first month registered. Renewal notices will be sent to you prior to this date. Please follow all instructions supplied with these forms otherwise there may be delays in renewing your registration.

1. The RTA will forward your Conditional Registration Renewal Form by mail

These renewal forms are usually sent out 6 weeks before the due date. If you've not received these within 3 weeks of the due date, please contact the RTA Call Centre on 13 22 13.

2. The SRC will also notify you that your Conditional Registration will soon fall due and will supply you with a Street Rod Declaration form (RTA form 1309)

The form is required to be signed by your Club Secretary confirming that you are a current financial member of that club (i.e. **Vehicle Eligibility**).

To renew your registration, completed this form with the details of your Street Rod (i.e. **Vehicle details**);

3. Once you've received your Conditional Registration Renewal Form and your Street Rod Declaration, contact your local SRC or SRC Agent

Your Street Rod must undergo a full safety inspection each year to ensure it is safe and roadworthy. You will therefore need to contact the SRC or a SRC Agent to arrange for an appointment to carry out a SRC Safety Inspection of your vehicle.

4. Complete Conditional Registration Street Rod Declaration

You are required to complete the Street Rod Declaration of Roadworthiness and proof of club membership form, with:

- a. **Registered Operator Details**, i.e. your details,
- b. **Vehicle details**, the details of your street rod
- c. **Declaration**, If your Street Rod is found to be safe and roadworthy, the SRC Officer or Agent will issue a **Safety Inspection Report** for it and will complete the **Vehicle Safety Declaration** section of the Street Rod Declaration.
- d. **Vehicle Eligibility**, you will also need the form signed by your Club Secretary confirming that you are a current financial member of that club.

5. The RTA will process your paperwork and payment

All paperwork must then be taken to your local RTA Motor Registry (together with your registration fee) for processing.

NB: Compulsory Third Party Insurance (Green slip) is included in your registration fee.

If the paperwork is in order, you will receive your new Certificate of Registration and a new Registration Label for your Street Rod.

6. Renewal of Travel Authority Card

In addition to your Conditional Registration you are required to renew your Travel Authority Card from the SRC. Send a copy of the Registration Papers showing they have been receipted along with the previous year's Travel Authority Card and the Travel Authority Card fee to the Street Rod Committee. The SRC will forward you a new Travel Authority Card.

CHANGES AFTER REGISTRATION

Any modification made to your vehicle after it has been registered must be checked and cleared by the SRC.

A major modification would include engine swaps or modifications (i.e. affecting power output or noise/engine emissions), tyre or rim size changes, chassis, steering or suspension modifications, brake system alterations or upgrades. Engine changes must be reported to the RTA and the SRC within 14 days.

By their nature, most of these modifications affect a vehicle's emissions, safe handling or operation and therefore may require a Signatories certification.

If your vehicle is damaged in a collision, it must also be inspected after it has been repaired and approved by the SRC. If this damage is structural, engineering certification may also be required.

A vehicle cannot be repaired by replacing its chassis or frame. If a vehicle is damaged to the extent that its chassis or frame must be replaced, it cannot be repaired for registration purposes.

Any vehicle built using parts from that damaged vehicle can only be considered as a new vehicle.

In this regard, please note that it is considered an offence under both State and Federal legislation to transfer a Vehicle Identification Number (VIN), chassis or frame number from one vehicle to another. Similarly an engine number cannot be transferred from one engine to another.

SELLING OR OTHERWISE DISPOSING OF YOUR STREET ROD

As Conditional Registration is not transferable, you must return the Street Rod's number plates to the RTA if you sell the vehicle. You must also notify the Street Rod Committee.

The RTA will then advise you in writing if any refund of CTP Insurance is due so that you can apply directly to the insurance company for the refund.

USING YOUR CONDITIONALLY REGISTERED STREET ROD

Driving your street rod

When you operate your street rod on a road or road related area, you are required to display your Street Rod Number plates and Registration label. You must also carry the SRC issued Travel Authority Card, RTA Certificate of Approved Operations. It is recommended that you also carry a copy of your Signatories Statement of Compliance. The Travelling Authority Card allows you to drive your street rod in accordance with the types of permits covered by the card.

Types of Permits

1. Essential Maintenance (within ten (10) kilometre radius from your address)

This is for routine maintenance such as fuel, tune ups, servicing etc. No permit number is required as your Travelling Authority Card covers you. The Committee under some circumstances may extend the ten kilometre distance. i.e. country areas.

2. Essential Maintenance (outside ten (10) kilometres)

You must obtain a permit number from a SRC Member or SRC Agent for travelling further than ten (10) kilometres from your home for servicing.

3. Club Meetings

You may attend your club meeting each time without obtaining a permit number as this is covered on your Travelling Authority Card.

4. Club Outings and Special Events

You must obtain a permit number to attend a club outing. Your club T.A.C. representative must obtain a number from a SRC member or SRC Agent and publicise this number to other permit scheme cars wishing to attend.

5. Sanctioned Events

Permit numbers are given to all N.S.W. ASRF Sanctioned events at the beginning of each year. This number must be logged on your Travelling Authority Card if you wish to attend.

You must have a Travelling Authority Number from a SRC Member or SRC Agent logged on your Travelling Authority Card and recorded in his Log Book before you drive on a road or road related area.

Street rods registered under the scheme may operate temporarily in other states and territories, under the same conditions as apply in NSW. Temporarily is considered to be up to 3 months continuously.

The Street Rod Committee may cancel the permit for your vehicle and any further permits if you are found to be using the vehicle without the proper authorisation.

Construction and Performance Requirements

The following items are required on ALL Vehicles for the Conditional Registration of Street Rods. Every effort should be made to construct the Street Rod to comply with the necessary requirements.

1. Brakes

1.1 Brake performance requirements

- To establish registration, the Street Rod's service brakes shall meet the performance requirements prescribed in the RTA's abridged brake test for ICVs. Street Rods that are basically stock with minimal modifications (retaining the original style of engine) shall demonstrate braking performance that comply with the current **Rules for Authorised Inspection Station** requirements
- To renew registration, the Street Rod's service and park brake performance shall comply with the current **Rules for Authorised Inspection Station** requirements.
- If the rear brakes lock-up, they must not lock-up before the front brakes.

1.2 Brake system requirements

- Service and park brake controls must be accessible to the driver.
- The parking brake must be mechanically operated (not hydraulic or electric) and there must be two distinct and separate actions to release it (i.e. lift and then twist to release, lift and push button to release, etc).
- A dual circuit master cylinder shall be fitted that displaces more fluid than is required for the brake pistons to fully apply from the fully released position.
- A brake fluid reservoir shall be fitted that holds more brake fluid than can be displaced by the brake master cylinder
- The service brake control linkages shall withstand a force of 950N or more at the brake pedal
- If stainless steel braided brake hoses are used they must comply with the relevant applicable ADR 7/-- and should only be used between the chassis and wheel cylinders.
- Any brake vacuum booster fitted shall have sufficient volume to provide 2 full brake applications with the engine off and shall be recharged from fully depleted to fully charged within 60 seconds
- Brake lines are to be secured to the vehicle at intervals between 300mm & 375mm.

NB: *Line Locks or Electrically operated solenoids on the hydraulic brake system are not allowed.*

2. Steering

2.1 Steering column, couplings, fasteners, etc

- Home made (or scratch built) steering systems will require extensive signatories certification covering component stress levels, load capacity, suspension geometry, etc.
- A operating clearance of at least 10mm shall be provided between any moving part of the steering system and any other vehicle component such as the engine (or any engine component), the suspension or any part of the chassis or bodywork.
- All steering connectors shall be secured with positive locking devices (i.e. spring washers, Nyloc nuts, castellated nuts and split-pins, safety wired, etc.).
- Fabric steering joints shall be heat shielded if less than 150mm from the exhaust.
- Collapsible steering columns or shafts shall be used. Street Rods that are basically stock with minimal modifications (retaining the original style steering) shall be exempted.
- Steering lock stops must be fitted and set so that no part of the wheel or tyre will foul any part of the vehicle's body, chassis, suspension, steering or brake components throughout full suspension and steering travel.
- All ball joints, tie rod ends or rose joints used shall be suitable for automotive use
- Chrome-plated or welded steering components require non-destructive testing by a metallurgist at the direction of the consulting engineer, eg x-rays, crack testing, etc.

2.2 Wheel Alignment

- Vehicle steering must operate without excessive effort, be self-centring and be controllable under braking and acceleration.
- Provision shall be made to allow adjustment for all standard wheel alignment specifications (eg. castor, camber, toe-in and check Ackerman) as minimum.

2.3 Steering Wheel

- The steering wheel shall be of sufficient size as to give adequate control of the vehicle without excessive steering effort. Generally minimum diameter required is 300mm.
- Steering wheels shall be securely affixed to steering shafts – quick release hubs are not to be used.

2.4 Turning Circle

- The turning circle of any vehicle to the left or right must not exceed 25 metres in diameter, measured to the extreme outer edge of the tyre track.

3. Suspension

3.1 Springs, bump stops, travel limiters

- A positive limiting device must be fitted where a spring is mounted behind a front axle in such a manner that it would contact the axle before any other part of the vehicle contacts the ground in the event of a spring failure.
- With the vehicle fully laden, some suspension travel shall still remain
- Modified or home made (i.e. scratch built) suspension will require an extensive Engineer's detailed report covering component stress levels, load capacity, suspension geometry, etc

NB: *Chrome Plating of Stub Axles/Tie Rods Ends/Springs, etc is not permitted.*

3.2 Ground Clearance

- At no time shall any part of any vehicle except its tyres, wheels and wheel hubs be lower than 100mm above the ground (ground clearance) or lower than the bottom edge of the rim line (scrub line) whichever is the greater.

3.3 Shock Absorbers

- Must be fitted with at least one shock absorber per wheel.

3.4 Wheelie Bars

- Are not acceptable.

4. *Wheels and Tyres*

4.1 General Requirements

- No part of a wheel or tyre shall contact any part of the body, suspension or steering in its normal operation.
- Safety rims must be used in all applications.

4.2 Wheel and Tyre combinations

- Tyres to be of a suitable size for the wheel they are fitted to as per manufacturer's recommendations, (Refer Tyre and Rim Association Standard in Part 5).
- Tyres shall have load and speed ratings suitable for the vehicle.
- Tyres fitted to an axle shall have the same carcass construction, eg cross ply, radials, etc.
- Maximum 10" wheel width.
- Wheel spacers and wheels with slotted stud holes are not to be used
- The front wheels shall be no smaller than 60% of the rear wheels (e.g. 5.0" front and 8.0" rear).

NB: *No re-grooved tyres are to be used.*

5. Engine, Emissions and Fuel system

5.1. Emissions

All motor vehicles shall have a crankcase ventilation system to prevent gases escaping into the atmosphere.

5.2. Fuel System

NB: *Nitro methane and Nitrous Oxide are not permitted*

- LPG/CNG installations shall meet the relevant Australian Standard current when fitted.
- No part of the fuel system shall be fitted in a passenger compartment.
- All fuel lines or hoses are to be securely mounted and supported at regular intervals (at least every 300mm) with no leaks and must be kept away.
- Fuel lines or hoses shall be insulated and protected from sharp edges (to prevent them from being chaffed or cut) and heat damage caused by exhaust headers/pipes.
- If fitted in luggage compartments, electric fuel pumps, their wiring and any associated fuel lines or hoses shall be insulated and protected from impact damage.
- Fuel filters shall be shielded if in a position where damage could occur from road debris.
- Customised or homemade fuel tanks shall meet the relevant standard.

5.3. Magnetos (if fitted)

- Ensure the use of high quality relay suitable for the application.

NB: *Refer magneto manufacturer's recommendation for Kill Switch and its operation*

5.4. Exhaust and Noise Control

- Exhaust outlets must exit past the last opening window or open passenger compartment of the vehicle and must not point directly at the ground.
- If side or sidewinder exhaust pipes are fitted, they must be secured to prevent them from detaching from the vehicle.
- If exposed headers are fitted, they must have heat shields to prevent accidental contact with them.
- Any exposed headers should be neat with some form of coating.
- Maximum vehicle noise must not exceed 94 dB (A).

6. Occupant Protection and Driving Controls

6.1 Seats, Seat Anchorage Points

- Seat installations shall meet the latest versions of ADR (Australian Design Rule) 3/-- and be covered by Signatory Certification.
- Each seat installation requires 2 x 5/16" bolts on each seat slide at least 12" apart.
- Fixed seat require a minimum of 5/16" bolts.
- Hinged seats must have a securing device.

6.2 Seat Belts, Seat Belt Anchorage Points

- Seat belts are to be fitted to all seating positions.
- Three point (fixed or retractable) lap/sash seat belts are preferred to be fitted to all outer seating positions. Where there are no suitable anchorage points for the shoulder point, lap belts may be fitted.
- Lap only belts may be fitted to centre rear seating positions.
- Seat belt installations shall be covered by signatory certification.
- Seat Belts shall be fitted in accordance with the latest versions of ADRs (Australian Design Rules) 4/-- and 5/--.
- Seat Belts shall be new (used or second hand seat belts must not be fitted).

NB: *Centre mounts should not be doubled up on one bolt, use one bolt for each mount*

6.3 Windscreen Wipers/Washers/Demisters

- Wipers and washers must be fitted to all vehicles with a full windscreen. Open Street Rods that have a chopped windscreen below the drivers chin hight are exempt.
- Half of the viewing section of the windscreen area is the minimum coverage required and must operate on the portion of the windscreen immediately in front of the driver.
- Single speed wipers are acceptable if the speed is 45 cycles per minute or more.
- Demisters are to be fitted to all closed cars

6.4 Rear View Mirrors

- an interior and a driver's side rear view mirror shall be fitted, or
- an external rear view mirror shall be fitted to the driver's side and passenger's side

NB external mirrors on passenger side may be slightly convex (i.e. radius of curvature not less than 1200mm)

6.5 Horns

- All vehicles must be fitted with a horn and must have a single tone.

NB: *alternating tone horns, sirens, klaxons and exhaust whistles are not permitted*

6.6 Automatic Transmissions

- Shift pattern must be marked and clearly visible to the driver.
- An inhibitor switch must be fitted so that the vehicle will only start in Park and Neutral.

6.7 Speed indicating device

- All vehicles must have a speedometer that accurately indicates vehicle speed in kilometres per hour.

7. Lights

7.1 Headlights

- These lights shall operate by the use of a single, dual position switch (1st position to operate front/rear position and numberplate lights – 2nd position to operate headlights).
- The light emitted by any headlight shall only be white and capable of an effective range of at least 50 metres on main (high) beam and 25 metres on dipped (low) beam.
- The centres of these lights shall be equidistant from the vehicle's centreline and not less than 600mm apart.
- These lights shall be fitted at equal height, no less than 600mm and no more than 1400mm above the ground.
- Either, two headlights shall be fitted, each capable of projecting a low dipped beam and a high or main beam. or
- four headlights may be fitted, two dipped beams and two main beams.
- two additional main beam headlamps may also be fitted.
- main beam headlights must not be positioned to the outside of dipped beam lights.
- the headlight dip switch must be easily accessible by the driver.
- all dipped beam headlights shall dip down or down and to the left.
- A high beam warning light shall be fitted and located so as to be visible to the driver.

7.2 Brake Lights

- These lights shall be operated by the service brake control (i.e. the foot brake).
- the light emitted by any brake light shall only be red and shall not flash or pulse.
- the light emitted shall be visible from a distance of 30 metres by day or night.
- Any such light shall be no less than 350mm and no more than 1500mm above the ground.
- On Street Rods built before 1949, at least one brake light shall be fitted to the centre or to the right hand side of the vehicle.
- On Street Rods (and replicas) built after 1949, two brake lights must be fitted.

- If two brake lamps are fitted, they shall be fitted at equal height, equidistant from the vehicle's centreline and no more than 400mm inboard.
- the construction of the vehicle and its fittings must not obscure the light(s).

7.3 Front Park or Front Position Lights

- These lights shall operate when the headlight switch is operated.
- the light emitted by any front position light shall only be white and shall not flash or pulse.
- the light emitted shall be visible to the front at 200 metres in darkness.
- these lights shall not exceed 7 watts.
- they shall be fitted no less than 600mm apart, equidistant from the vehicle's centreline and no more than 400 mm inboard.
- they shall be at equal height, no less than 350mm or more than 1500mm above the ground.

7.4 Rear, Tail or Rear Position Lights

- These lights shall operate automatically when the front position and headlights are on.
- the light emitted by any tail light shall only be red and shall not flash or pulse.
- the light emitted shall be visible at 200 metres in darkness.
- any such light shall be no less than 350mm or no more than 1500mm above the ground.
- on Street Rods built before 1949, at least one tail light shall be fitted to the centre or right hand side of the vehicle.
- on Street Rods (and replicas) built after 1949, two tail lights shall be fitted.
- if two lamps are fitted, they shall be at equal height, equidistant from the vehicle's centreline and no more than 400mm inboard.
- the taillights may be combined with the brake lights.
- the construction of the vehicle shall not obscure the light(s).

7.5 Blinkers or Turn Indicator Lights

- The light emitted from such a lamp shall be white or yellow.

- the emitted light shall be visible at a distance of 30 metres from the front and rear of the vehicle by day and night.
- when operated, each pair of lights (i.e. front and rear) shall flash simultaneously at not less than 60 or greater than 120 per minute.
- they shall be fitted no less than 750mm apart, equidistant from the vehicle's centreline and no more than 500mm inboard.
- they shall be at equal height, no less than 400mm or more than 2000mm above the ground.
- there shall be an indicator to inform the driver (by visible or audible means) that the signals are operating correctly.

7.6 Number Plate Light(s)

- Any such light shall operate automatically when the front/rear position lights and headlights are on.
- This light may be combined with a taillight or may be a separate light or lights.
- One or more lights shall be fitted which is capable of projecting a white light so as to illuminate the rear number plate.
- The light projected onto the number plate shall not flash or pulse.
- The figures on the number plate shall be easily read at a distance of 20 metres.
- No part of the light's illuminating surface shall be visible to the rear or sides of the vehicle.

7.7 Reverse Light(s)

- The light emitted shall be white or yellow.
- Any such light shall only operate when reverse gear is engaged.
- This can be a separate light or can be incorporated into another rear light.

7.8 Rear Reflectors

- Two red reflectors shall be fitted at the rear of the vehicle.
- They shall be fitted at equal height, not higher than 1.5 metres from the ground, not more than 400mm from the side of the vehicle and equidistant from its centre line.
- The reflectors may be incorporated into the tail lights.
- The reflectors must be fixed in a vertical position, perpendicular to the ground and facing rearwards.

7.9 Optional Lights

Driving Lights

- The light emitted shall only be white.
- The light shall meet the position and operational requirements for main beam headlights.
- Any such light shall be wired through a separate switch and only operate when the main beam headlights are lit.

Fog Lights

- The light emitted shall be either white or yellow.
- The light shall produce a dipped or flat beam that does not project above the centreline of the light at 25m.
- Any such light shall be fitted no higher than the dipped beam headlights.
- Any such light shall be wired through a separate switch and only operate when the front position lights are lit.

8. Body and chassis

8.1 Body strength

- Bodies must have sufficient amount of integral strength incorporated in the construction to accommodate door locks, seat and seat belt mounting, steering column mount and body to chassis mounting.
- There is to be no internal or external fitting or protrusion that will injure or increase the likelihood of injuring any person
- Firewall and floor panels must be totally sealed to prevent engine or exhaust fumes from entering the passenger compartment
- Door locks, latches and winders etc. to be in a sound operational condition.

8.2 Fasteners

- A minimum of Grade 5 (8.8 metric) bolts must be used on all steering and suspension applications and in any other area where stress, load or weight factors are high.
- Split pins and castellated nuts, nyloc nuts, star washers or spring washers are to used in all situations where in the event of the component becoming loose or falling off could cause loss of control of the vehicle.
- In all nut and bolt situations, at least two (2) full threads of the bolt must protrude through the nut.

8.3 Mudguards

- Mudguards (fenders) must be fitted to all four wheels (unless wheels/tyres are enclosed by the body).
- The mudguard shall cover the full overall width of the tyre. (See drawing for minimum coverage allowed).
- The forward edge of any front mudguard shall have no sharp edges or protrusions likely to injury any person.
- The rear lower edge of any mudguard (or mudflap) shall be no higher than 200mm or 1/3 of the distance between the mudguard and the centre of the wheel it covers.

8.5 Windscreens

- If fitted, windscreens shall be of approved automotive safety glass.
- Wipers and washers shall be fitted if a windscreen is fitted.

8.4 Glare Reduction in field of view

- No part of the vehicle shall cause glare either to the driver or to any other road user.

8.6 Windows

- All glazing shall be approved automotive safety glass.

NB: Polycarbonate or similar materials is not accepted.

- Every window should be sound and properly fitted and where applicable with a device to enable it to be opened and closed.
- If fitted, tinted glass, window tint or film shall meet the requirements shown in VSI 04.

8.7. Electrical System

- Battery must be safely and securely mounted.
- Batteries must not be fitted inside the passenger compartment(s).
- Batteries fitted inside a luggage compartment must be fully enclosed in a sealed battery box which is vented outside of the vehicle to atmosphere.
- The positive terminal should be insulated.
- Wiring shall be safely routed, insulated and secured.

NB: Wiring must not be secured to brake lines.

8.8 Chrome plating

The following components are not to be chrome plated:

- Stub Axles
- Main Spring Leaves
- Any high tensile bolts, steering or suspension component

8.9. Ergonomics

- The vehicle must be capable of being driven safely and all controls easily accessed.
- From the normal driving position, the driver must have easy access to controls, switches, blinker switch, horn button, gearshift, hand brake, etc.
- The driver's seating position shall provide good visibility of traffic on each side and all directions in front of vehicle.
- Roll Bars and/or Cages must not prevent or hinder access to the vehicle or interfere with the operation of any mandatory equipment or vehicle controls and must be padded in appropriate areas.

9. Vehicle Identification

9.1 Chassis/Engine Numbers

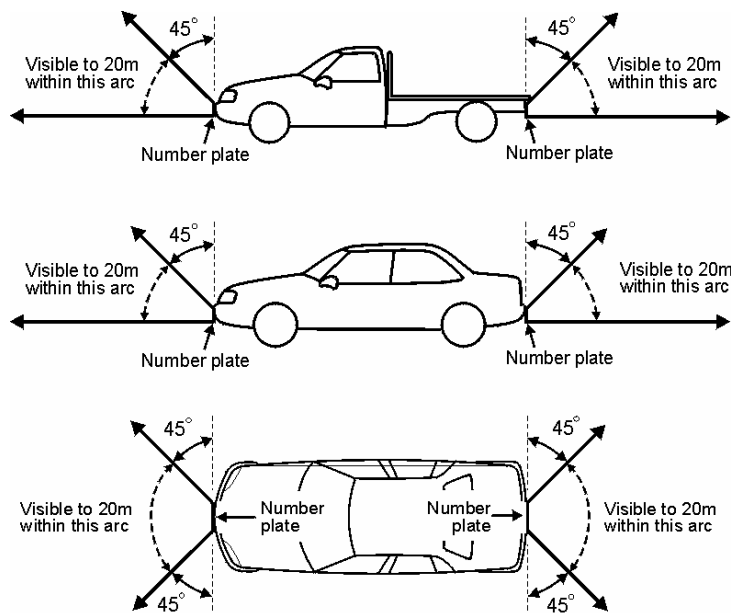
- The Conditional Registration Identification Plate identifiers shall not be obstructed by any fitting or part of the body and shall be clearly legibly.

9.2 Conditional Registration Identification Number

- The Conditional Registration identification plate is to be permanently affixed to the LHS front chassis rail.

9.3 Number Plates

- The front plate is to be mounted parallel to and in front of the front axle and be in the centre or the right hand side of the vehicle.
- No higher than 1.3 metres from the ground.
- The rear plate is to be mounted parallel to the rear axle.
- Number Plates must be clearly visible and not obstructed in any way.
- Registration numbers must be legible from a distance of 20 metres and within a 45° arc, at any point above or to either side of the surface of the number plate, as shown below.



NB: *Number Plates are not to be re-drilled for mounting (use existing holes).*

Do it yourself VEHICLE CHECK LIST

The following list will assist with a final check of your vehicle prior to its Safety Inspection by the SCR.

ENGINE

- no part of the engine or exhaust will contact the road surface if a tyre runs flat
- suitable engine mounts are properly fitted and secured
- there are safe operating clearances for the throttle linkages, the fuel lines and the exhaust
- the throttle and its return springs operate smoothly without binding
- the flywheel is fully shrouded
- the radiator is properly supported and secured
- the exhaust system is securely mounted and complies with acceptable noise levels
- there are no fluid, vacuum or exhaust leaks

TRANSMISSION AND DRIVELINE

- no part of the transmission or driveline will contact the road surface if a tyre runs flat.
- there are safe operating clearances for all shift and clutch linkages and cooling lines.
- the auto transmission's selector pattern is clearly marked and only allows start in Park or Neutral
- the auto transmission's selector mechanism prevents the inadvertent selection of reverse gear
- the reversing light(s) only operate(s) when reverse gear is selected
- the transmission, differential and driveshaft is properly mounted and secured
- the front yoke is sealed, secured and correctly engaged with the transmission output shaft
- the drive line (diff, driveshaft and transmission) is properly aligned and secured

STEERING SYSTEM

- no steering component will contact the road surface if a tyre runs flat.
- there are safe operating clearances for all steering linkages and components

- no steering system component will limit or interfere with suspension travel
- all steering components are compatible, suitable for the vehicle, properly mounted and secured
- the steering geometry is correct and the Ackerman principle has been applied
- adjustable steering lock stops are fitted
- only universals, bushes and tie rod ends suitable for automotive use have been used
- a steering wheel of a size suitable for the mass of the vehicle has been fitted
- the steering wheel is properly mounted and secured (a quick release hub is not used)

BRAKING SYSTEM

- no part of the braking system will contact the road surface if a tyre runs flat.
- there are safe operating clearances for all brake lines, hoses, cables, linkages and controls
- all brake system components are compatible, suitable for the vehicle, properly mounted and secured
- all brake lines and hoses meet Australian Standards, are properly supported and secured
- a dual circuit master cylinder and suitable brake fluid reservoir are fitted
- the brake booster is securely mounted and its vacuum line is safely routed and secured
- there are no fluid or vacuum leaks from any brake system component
- a mechanical Park Brake is fitted that is adjustable and requires two separate actions to release it
- excessive effort is not required to operate the service or park brake controls

FRONT and REAR SUSPENSION

- no suspension component will contact the road surface if a tyre runs flat.
- all suspension components are compatible, suitable for the vehicle, properly mounted and secured
- suspension travel does not adversely affect wheel track or camber
- suspension travel is unobstructed and some travel still remains when the vehicle is full laden
- bump stops, spring retention and travel-limiting devices (in case of spring failure) are fitted
- basic suspension geometry principals are incorporated into the suspension design

scrub radius is within acceptable limits and the front roll centre is not above the rear roll centre

WHEELS AND TYRES

wheel spacers and slotted rims are not used

tyres / rims are suitable for automotive use and for the vehicle, are properly mounted and secured

wheel nuts or studs suitable for the vehicle and for the wheels are properly fitted and secured

all tyres on the same axle are of the same carcass construction

each tyre has no less than 1.5mm of tread depth across the full contact width of the tyre

front tyre/rim size is no smaller than 60% of the rears and rear tyre/rim size is no smaller than fronts

rim width does not exceed 254mm

CHASSIS and BODY

no part of the chassis or body will contact the road surface if a tyre runs flat.

the chassis and body are of sufficient strength for their intended purpose

the body, suspension mounts and all reinforcing are suitable for their intended purpose

all welding and workmanship is to an acceptable standard

DRIVER CONTROLS

all driver aids and controls are visible, readily accessible, safe to use and work as required

all door locks, latches and window winders operate correctly

driver visibility to the front and sides of the vehicle is not obstructed by any fitting or component

an interior rear view mirror and a driver's side mirror are fitted

a passenger side external rear view mirror is also fitted if driver visibility to the rear is obstructed

rear view mirrors have flat reflecting surfaces (passenger side mirror may be slightly convex)

the vehicle's speedo works and is accurate

the wipers, washers, demister operate efficiently

VEHICLE SAFETY AND OCCUPANT PROTECTION

no part of the interior or exterior will injure or increase the likelihood of causing injury to any person

all glazing meets Australian Standards and is automotive safety glass

the required seat belt is fitted for each seating position

all seat belts are approved, mounted correctly and properly secured

all seats are securely fitted and that any adjusters work as required

ELECTRICAL AND LIGHTING SYSTEM

the colour, position, visibility and operation of all lights meet requirements

the battery is safely mounted and secured

all wiring is properly insulated, secured and safely fused

GENERAL

no structural, steering or suspension component is cracked, damaged or worn

no critical components have been chromed (eg main spring leaf, etc)

suitable fasteners are used and correctly installed

ROAD TEST

General

- the vehicle can be driven safely and all controls are easily and readily accessible
- the vehicle does not "bump steer" or "track"
- the steering is "self-centring" and excessive steering effort is not needed
- there is no excessive understeer or oversteer
- steering action is smooth and can be turned from lock to lock without binding

Brakes

- both service and park brake controls are easily applied and released
- the brakes do not pull to either side or lock-up prematurely
- the vehicle does not nose dive under brakes
- the system can sustain at least 10 emergency spike stops before there is any noticeable brake fade
- with engine switched off, the brake booster holds enough vacuum for at least 2 brake applications
- with vacuum depleted, it takes no more than 30 seconds for vacuum boost to be restored

Advice to Signatories Preparing Statements of Compliance

Any Street Rod seeking registration under this Scheme must be assessed and certified by an Engineering Signatory listed in the RTA's Vehicle Standards Information sheet No 15 (VSI.15).

VSI.15 lists people with experience in automotive design and construction who have advised the RTA that they are available for public consultation. For a fee, these Signatories will provide advice to vehicle owners and builders, undertake technical assessments of vehicles and issue engineering certificates.

However, in listing these Signatories, the RTA does not endorse their services or take any responsibility for the quality of their work.

Vehicle owners / builders intending to engage the services of an Engineering Signatory should first establish his/her experience in the type of vehicle work that you need certified and contact the Signatory's previous clients and seek their advice in this regard. It is also recommended to establish the fee arrangements and ensure that the Signatory carries *Professional Indemnity Insurance*.

A Signatory **must personally inspect a vehicle** before issuing any engineering certification related to that vehicle's construction or modification. In this regard, the Signatory must establish whether or not the motor vehicle complies with the vehicle standards requirements of the Road Transport (Vehicle Registration) Regulation 1998. If the vehicle is found to comply with these vehicle standards (which include the ADRs) it can be issued with Engineering Certification.

The Certificate shall be prepared on the Signatory's own letterhead showing street address and a business hours telephone number and contain sufficient information to identify and describe the vehicle being certified (See sample document).

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 also be necessary to provide Non Destructive Testing certificates on certain modified or fabricated 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 required that would be acceptable.

The registration requirements for Conditionally Registered Street Rod 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 SRC.

A Statement of Compliance shall only be issued by the Signatory, where the Street Rod is found to satisfy these requirements.

SAMPLE STATEMENT of COMPLIANCE

Attachment to Engineering Certificate Number: JBS 1234 MP

Vehicle: 1937 Ford Deluxe Sedan

Owner: J. Citizen

Engine Number: ENGINE123

Chassis Number: CHASSIS4567

Engine: a 5766ml Holden engine is fitted using standard Holden engine mounts attached to a specially fabricated tubular cross member that is welded to the chassis.

Transmission: a 4 Speed Ford manual transmission compatible with the 5.7l Holden engine is fitted. It uses a standard bell housing and standard rubber mountings attached to fabricated tubular cross member welded to the chassis.

Front Suspension/Axle: The front suspension uses an original Ford transverse leaf spring acting on a fabricated 50mm diameter tubular axle (see attached X-ray report). The axle is located longitudinally with radius rods attached to the axle and chassis with fabricated brackets and it is located transversally with a Panhard Rod. These locating rods are fabricated from a suitable size tube with one adjustable end and urethane bushes.

Rear Axle/Suspension: the 1969 Ford Falcon rear axle is located longitudinally by radius rods attached to the differential tube and the chassis and located transversally using a Panhard Rod. Mounting brackets and locating Rods are suitable for the engine's power output. Adjustable coil/over shock absorbers are mounted to the rear cross member and differential housing.

Brakes: An XA Falcon (dual circuit) master cylinder and booster is used acting through XW Falcon discs and callipers at the front and 10" diameter Ford Falcon drums at the rear. The pedal assembly is fabricated and will withstand a 200lb load. The Park Brake meets all requirements and holds the vehicle on a 12% grade. Brake performance was assessed using the RTA's abridged Brake Test and found acceptable (the results are attached). During these tests, the vehicle stopped in a straight line without any premature rear wheel lockup and there was no brake fade.

Steering: A standard LH Torana steering column and steering wheel is coupled to the original Ford steering box using a factory fabric coupling.

The steering arms and the stub axles are forged components from a 1940 Ford and adjustable Ford Tie Rod ends are used throughout.

A custom made steel pitman arm is connected to the right hand side steering arm via a link rod made of 22mm OD CDS tube. The tie rod connecting the two wheels is also of 22mm OD CDS tube.

A visual inspection indicates that the original components are considered to be in satisfactory condition.

The steering system was self-centring and satisfactorily controlled the vehicle without excessive steering effort. During testing, the vehicle did not bump steering or track.

Chassis: The chassis is an original 1937 Ford boxed using 4mm plate from the front to the X cross member along with two 50mm tubular engine and gearbox cross-members. The original X member is retained between the gear box and rear cross members. The rear cross member is original. The chassis design and construction is typical of this type of vehicle and construction is considered to be adequate for rigidity and torsional strength.

The above information is a sample of the Statement of Compliance required for the conditional registration of Street Rods 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 (contained in a Summary of Evidence) for each vehicle system, its wheels and tyres, body construction, seat and seat belt mountings, brake and exhaust noise test results are also required to show that the vehicle complies. Photographs are also required to identify the vehicle as well as to verify and clarify any modifications made to it.