



Registration Requirements and Construction Guidelines for Street Rods in NSW'



Transport
Roads & Maritime
Services

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 Transport Roads and Maritime 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 RMS in its support of the Conditional Registration Scheme for Street Rods and the ongoing liaison between the Committee and the RMS’s Light Vehicle Standards and Vehicle Strategy Sections.

Signed for and on behalf of:

	
<p>NSW Transport Roads & Maritime Services 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

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.
Version 3.0	June 2013	Revised version incorporating name change from RTA to RMS. Brake performance test update.

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Glossary

NSW Roads and Maritime Service	RMS
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 was built before 1949, or b. is a replica of a vehicle, the body and frame of which was built before 1949.
Travelling Authority Card	TAC
Compulsory Third Party Insurance	CTP Insurance or Green Slip
Australian Design Rules	ADRs
VS14	Vehicle Standards Bulletin 14, (Department of Infrastructure and Transport)
VSI 4	Vehicle Standards Information sheet 4, (RMS)
Engineering Consultant	Engineering Professional qualified and experienced in mechanical and structural analysis. Note: It is advisable to ascertain up front fee arrangements and if the person has 'professional indemnity insurance'.
RMS recognised Street Rod Certifier	Person recognised by RMS as competent to certify Street Rod compliance to these construction guidelines

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 RMS website www.rms.nsw.gov.au 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.

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 RMS if a vehicle is sold. The preferred method is to return the plates to the SRC to forward on to the RMS. **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.

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

Note: For the purpose of Conditional Registration a Street Rod shall be a pre 1949 body or replica of a pre 1949 body with a frame that is detachable by automotive fasteners.

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 RMS 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) and RTA 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 RMS 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 "Registration Requirements and Construction Guidelines for Conditional Registration of Street Rods". It is available for the cost of printing. The SRC also carry out safety inspections, RMS Authorised Certification 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**

RMS's POLICY ON STREET RODS

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

Background

The RMS has produced this policy in conjunction with the NSW Street Rod Committee.

The RMS 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 that was built before 1949, or
- Is a replica of a vehicle, the body and frame of which was built before 1949.

Note: For the purpose of Conditional Registration a Street Rod shall be a pre 1949 body or replica of a pre 1949 body with a frame that is detachable by automotive fasteners.

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, 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 SRC.
- 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 Travelling 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 a NSW Street Rod Club member presenting vehicles for conditional registration. All members must be financial members of a club affiliated with the Australian Street Rod Federation or 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 RMS Policy that applies to vehicles seeking registration

The RMS 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 RMS website (www.rms.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 RMS will issue a CR (Conditional Registration) Identification Number for any Street Rod, if an original Chassis Number is not evident.

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 *Statement of Compliance* in the vehicle.

Other conditions may be applied as required by the RMS.

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).
- All glazing including windscreens shall be approved Safety Glass to the appropriate Australian Standard.
- 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 height are exempt.
- 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
- All vehicles shall be fitted with a horn
- All vehicles must have a speedometer that accurately indicates vehicle speed in kilometres per hour.
- Headlights and Tail lights must be fitted as per Construction Guideline.
- Mudguards (fenders) must be fitted to all four wheels (unless wheels/tyres are enclosed by the body).
- 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.

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.
- Seat Belts to be fitted to all seating positions.

3. Wheels

- If painted they shall be of uniform colour with hub caps or dress rims with chrome nuts, etc.
- Maximum 10" wheel width.
- The front wheels shall be no smaller than 60% of the rear wheels (e.g. 5.0" front and 8.0" rear).

4. Engine

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

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.
- Maximum vehicle noise must not exceed 94 dB (A).

6. Brakes

Minimum Braking Performance Requirements for Street Rods.

4 Wheel Hydraulic Brakes must be fitted to ALL Vehicles

- 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.

Brake Type	Gross Vehicle Mass (GVM)	Stopping Distance from 35 km/hr has to be within	Min. Average Deceleration from any speed	Min. Peak Deceleration from any speed
Service Brakes	Under 2.5 Tonnes GVM	12.5 metres	3.8 m/sec/sec	5.8 m/sec/sec
Service Brakes	2.5 Tonnes GVM and over	16.5 metres	2.8 m/sec/sec	4.4 m/sec/sec
Emergency Brake	Under 2.5 Tonnes GVM	30 metres	1.6 m/sec/sec	1.9 m/sec/sec
Emergency Brake	2.5 Tonnes GVM and over	40.5 metres	1.1m/sec/sec	1.5m/sec/sec

7. Steering

- Collapsible steering columns and shafts shall be used. Street Rods that are basically stock with minimal modifications (retaining the original style steering) shall be exempted.
- LHD not acceptable.

8. Suspension

- 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.

The following components are not to be chrome plated:

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

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 Certificate of Compliance for your vehicle

You must have the vehicle inspected by an RMS recognised Street Rod Certifier who is to provide a comprehensive written Certification Certificate (a sample certification Certificate is contained later in this manual). Photographs may be necessary to explain some modifications. You must supply your Certification 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 RMS provides a number that uniquely identifies the street rod if required. 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 HIGHLY recommends 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. (if required)

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

The SRC will take all the necessary paperwork along with your registration fee to the RMS for processing (Wyang 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 RMS.

10. The RMS processes the Application

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

11. The RMS provides 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 RMS 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 RMS Call Centre on 13 22 13.

2. **The RMS will also notify you that your Conditional Registration will soon fall due and will supply you with a Street Rod Declaration form (RMS 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**). A club stamp is also required.

To renew your registration, complete 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:
 1. **Registered Operator Details**, i.e. your details
 2. **Vehicle details**, the details of your street rod
 3. **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.
 4. **Vehicle Eligibility**, you will also need the form signed by your Club Secretary confirming that you are a current financial member of that club. A club stamp is also required.

5. The RMS will process your paperwork and payment

All paperwork must then be taken to your local RMS 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 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 Certifiers 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, Certifiers 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 SRC if you sell the vehicle. You must also notify the Street Rod Committee.

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, RMS Certificate of Approved Operations. It is recommended that you also carry a copy of your 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 where the vehicle is garaged 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. 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.

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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

Minimum Braking Performance Requirements for Street Rods.

4 Wheel Hydraulic Brakes must be fitted to ALL Vehicles

1.1. Brake performance requirements

- To establish registration, the Street Rod's service brakes shall meet the performance requirements prescribed in Table 1 (see below). Street Rods that are basically stock with minimal modifications (retaining the original style of engine) shall demonstrate braking performance that complies with the current **Rules for Authorised Inspection Station** requirements.
- If additional performance testing is required, refer to VSB 14 Table LG4.
- 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

Service Brakes

The service brakes must be capable of stopping the vehicle with one sustained application from a speed of 35 km/hr in no more than the respective distances listed in Table 1.

Parking Brake

The parking brake must be capable of holding the vehicle on a 12% gradient.

Table 1

Brake Type	Gross Vehicle Mass (GVM)	Stopping Distance from 35 km/hr has to be within	Min. Average Deceleration from any speed	Min. Peak Deceleration from any speed
Service Brakes	Under 2.5 Tonnes GVM	12.5 metres	3.8 m/sec/sec	5.8 m/sec/sec
Service Brakes	2.5 Tonnes GVM and over	16.5 metres	2.8 m/sec/sec	4.4 m/sec/sec
Emergency Brake	Under 2.5 Tonnes GVM	30 metres	1.6 m/sec/sec	1.9 m/sec/sec
Emergency Brake	2.5 Tonnes GVM and over	40.5 metres	1.1m/sec/sec	1.5m/sec/sec

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).
- Service brake control linkages shall withstand 950N force or more at the brake foot pedal.
- A dual circuit master cylinder shall be fitted that displaces more fluid that 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
- If stainless steel braided brake hoses are used they must comply with the relevant applicable ADR 42/-- and should only be used between the chassis and wheel cylinders.
- Air or vacuum brake tubing and air and vacuum brake hose, flexible and hydraulic power hose between the 'Brake Power Unit 31/00' or 'Brake Power Unit 35/00' and the master cylinder or its equivalent (and thus not subject to ADR 7/... "Hydraulic Brake Hoses") must conform to SAA, SAE, BS, JIS, DIN, ISO or ECE Standards specified for air brake tubing or hose or vacuum brake tubing or hose or hydraulic power tubing or hose and be so fitted to the vehicle as to prevent chafing, kinking or other mechanical damage under normal motion of the parts to which they are attached.

- 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.
- Rigid brake pipes are to be made from Bundy wall tubing designed for automotive brake systems. Connections must be double flared in a manner suitable for the approved fittings and the tubing is to be supported with a rigid mount at intervals of no more than 300mm. Joining of brake pipes by welding or brazing is prohibited.

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 detailed structural and mechanical analysis from an Engineering Consultant certification covering component stress levels, load capacity, suspension geometry, etc. VSB 14 can be used for certification purposes.
- An 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 and 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 Certifier, eg x-rays, crack testing, etc.

2.2 Wheel Alignment

- Vehicle steering must operate without excessive effort, be self-centering and be controllable under braking and acceleration.

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.

2.5 Left Hand Drive

- Left hand drive vehicles are NOT allowed.

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 detailed structural and mechanical analysis from an Engineering Consultant covering component stress levels, load capacity, suspension geometry, etc. VSB 14 technical specifications can be used for certification purposes.

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.

3.5 Hairpins

- Hairpins can only be used on I Beam axles, with Engineering Consultant analysis.

3.6 Dead Perch

- Dead Perch is 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.

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.
- Tyres shall have load and speed ratings suitable for the vehicle.
- All tyres 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 wheel width (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 must have a crankcase ventilation system (PCV) 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.
- All parts of the fuel system must be isolated from the passenger compartment by a suitable firewall.

- All fuel lines or hoses are to be securely mounted and supported at regular intervals (at least every 300mm) with no leaks.
- Fuel lines or hoses shall be insulated and protected from sharp edges (to prevent them from being chafed or cut) and heat damage caused by exhausts 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.

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

- Seats and seat anchorages need to meet VSB 14 technical specifications to ensure they meet ADR 3/-. Modified or home-made (i.e. scratch built) seats will require detailed structural and mechanical analysis from an Engineering Consultant.
- Each seat installation requires 2 x 8mm bolts on each seat slide at least 300mm apart.
- Fixed seat require a minimum of 8mm 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.
- Seat belt anchorages need to meet VSB 14 technical specifications to ensure they comply with ADR 5/--.
- Seat Belts shall be new (used or second hand seat belts must not be fitted) and need to comply ADR 4/--.

6.3 Windscreen Wipers/Washers/Demisters

- Wipers and washers must to be fitted to all vehicles with a full windscreen. Open Street Rods that have a chopped windscreen below the drivers chin height 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

6.5 Horns

- All vehicles must be fitted with a horn.

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 number plate 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 500mm 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.
- At least one brake light shall be fitted to the centre or to the right hand side of the vehicle. Two brake lights are required for vehicles manufactured after 1949.
- If two brake lamps are fitted, they shall be fitted at equal height, equidistant from the vehicle's centreline and not more than 400mm inboard.

- The construction of the vehicle and its fittings must not obscure the light(s).

7.3 Front Park 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.
- They shall be at equal height, no less than 350mm or more than 1500mm above the ground.

7.4 Rear, Tail or Rear Park Lights

- These lights shall operate automatically when the front park 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.
- At least one tail light shall be fitted to the centre or right hand side of the vehicle.
- Two tail lights are required for vehicles manufactured after 1949.
- 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.
- These lights shall not exceed 7 watts.
- 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 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.
- The forward edge of any front mudguard shall have no sharp edges or protrusions likely to injury any person.
- The rear edge of any mudguard shall be a minimum of 15 degrees below the horizontal centreline of the axle.

8.4 Windscreens

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

8.5 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 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.

8.10. Chassis Frame Construction

- The minimum profile for a chassis that will support a light bodied Vehicle is 75 x 50 x 3mm rectangular hollow section (RHS) mild steel
- The minimum profile for a chassis that will support a heavier bodied Vehicle is 100 x 50 x 3mm rectangular hollow section (RHS) mild steel
- Chassis MUST have a front and rear cross member
- Minimum of a X or K member must be fitted to ALL chassis
- Engine tube may be required (refer SRC)
- Home Built Chassis or OEM Production chassis are permissible providing they meet the Chassis Frame Construction requirements for Conditional registration. (e.g. space frame or modified later model vehicle chassis). At times additional testing may be required at the NSW Street Rod Committee discretion. VSB 14 technical specifications can be used for such purpose.

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 legible
- Engine and chassis numbers must be clearly legible.

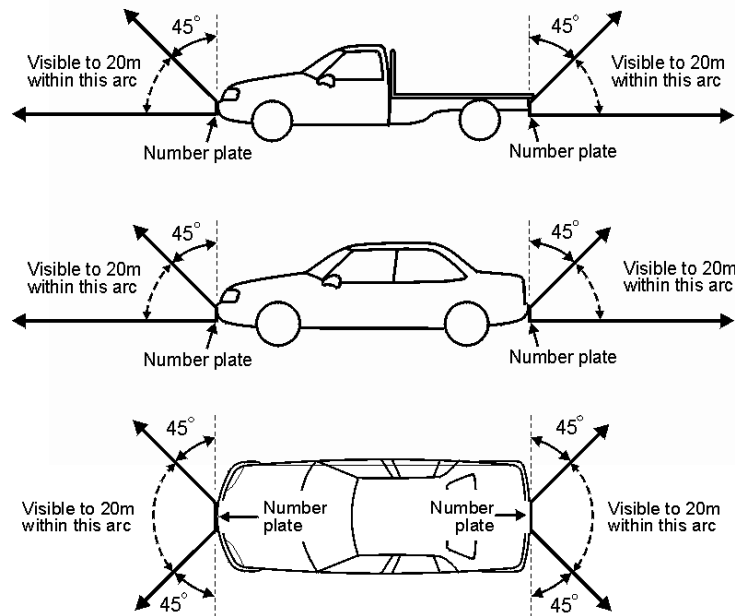
9.2 Conditional Registration Identification Number

- 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 in figure 2.

Figure 2



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 and 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 Relevant 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

- all tyres 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 (10 inches)

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 kph 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
- rear brakes don't lock up before the front brakes
- the vehicle does not nose dive under brakes
- 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

Sample Conditional Registration Certificate

Conditional Registration Certificate

Certificate No: #####

We have personally examined the vehicle described below. We hereby certify that the particulars shown in this Certification are correct and in respect of the vehicle modifications described below, the vehicle is sound in its design and construction and it meets the Registration requirements and Construction Guidelines for Street Rods in NSW, under the Conditional Registration Scheme (unregistered vehicle permit).

Name:
Date:
Signature:
ID #:

Name:
Date:
Signature:
ID#:

ITEM	DESCRIPTION
Owners Name	J. Citizen
Address	1 Hotrod Lane, Coolsville.
Vehicle Make / Model/Year	Homemade, Tudor, 2012
Body Type	Ford 1934 Tudor
Engine Number	ENG123456
Engine Capacity	350ci
Chassis Number	CRO#####
Wheels/Tyres	Front 15 x 6 with 215/60/15 Rear 15 x 10 with 295/50/15
Weight	1389kgs

Certificate No: #####

Status of Modifications

- a) **Engine** – Chev 350ci, naturally aspirated
- b) **Transmission/Driveline** – GM T700, Ford 9” diff
- c) **Front Suspension** – Coil over shock absorbers, TCI Stainless Steel Tube Upper and lower control arms
- d) **Rear Suspension** – Coil over shock absorbers, Stainless Steel parallel 4 link with panhard bar
- e) **Brakes** – Camaro Ventilated Discs Front , Camaro callipers
Ford 9” factory drums rear
Master cylinder and booster 1987 Corvette
- f) **Steering Systems** – Rack and pinion 1982/86 Dodge Omni. Billet Specialties Column (collapsible)
- g) **Wheels/Tyres** – Front 15 x 6 Alloy 215/60R15
Rear 18 x 8 Alloy 295/50R15
- h) **Body/Chassis** – Reproduction 1934 by TCI
1934 Ford Tudor – reproduction by Deuce Customs-
Colour Purple
- i) **Seating** – Seating for 5 persons all with Seat Belts

Inspectors Statement

I have no professional, personal or financial interest in the construction of this vehicle. My involvement is only in the certification of the compliance of this vehicle to the necessary requirements for classification of the relevant registration requirements.

Signature:

Signature: