



New 'Scratch-built', 'Modified production', & 'Re-bodied' definitions

Introduction:

The purpose of this Information Sheet is to introduce three new definitions into the LVV certification system. It has taken many years to get to this point where the new definitions have been agreed between LVVTA and NZTA, and to be incorporated into Land Transport Legislation.

It has been agreed that the most appropriate place for the new definitions to live is within the Low Volume Vehicle Code (LVV Code), and reference to these definitions in the LVV Code are made within the Land Transport Compliance rule and individual equipment rules.

This Information Sheet outlines the problems that necessitated these changes, and explains why the new definitions are necessary, and what the effects of the new definitions are.

Background

Original intention of the modified production/scratch-built definitions

The development of the low volume vehicle certification system and the original Low Volume Vehicle Code (LVV Code) for light hobbyist motor vehicles was carried out by the five founding member associations that formed the Low Volume Vehicle Technical Association Incorporated (LVVTA), and the Ministry of Transport, between 1989 and 1991. The original 1990 version of the LVV Code took effect in 1992.

An important part of that system's development was the establishment of a set of definitions designed to identify differing types of modified, home-built, and kit-type light vehicles so as to apply the most appropriate certification processes and registration categories for them.

As with many such processes when they are new, the definitions were too complicated and numerous, and as a result, rather clumsy to begin with. The definitions were progressively evolved and refined throughout the development of the 1993 LVV Code, and the 1996 LVV Code, into fewer categories (eventually to distinguish between just modified production and scratch-built), which began to work fairly well.

Problems along the way

Unfortunately, during the mid-1990s there were attempts made by unscrupulous car dealers (some successfully) to exploit the LVV Code to provide a back-door method of getting vehicles on the road that did not meet the Government's normal entry compliance requirements. Whilst LVVTA tried hard to resist this, legal challenges won out, and as a result of that, changes and additions were made by (the then) Land Transport Safety Authority to the definitions in the LVV Code and the Land Transport Compliance

Rule during the mid to late 1990s to prevent further abuse of the LVV system. This is the reason that part (a) of the current definition was introduced into the 'scratch-built' definition.

Additionally, (the then) Land Transport Safety Authority used the same scratch-built definition that was developed for light vehicles to resolve a problem that they had at the time with heavy vehicles, by amending the definition further to cater for the needs of heavy vehicles. This is why the wording "*for light vehicles,*" appears at the start of (b)(ii) of the 'scratch-built' definition.

These changes provided the desired results of successfully closing the doors to the abuse of the LVV Code, and helping the heavy vehicle situation, however, unfortunately, the changes also had the effect of creating significant difficulties for the light hobbyist motor vehicle enthusiasts – the very group of people who the LVV Code and the definitions were originally established to help.

Consequently, for many years now, genuine motor vehicle enthusiasts with safe, well-engineered vehicles, have experienced serious difficulties in getting their modified vehicles through the LVV Certification and Entry Compliance processes, due to the way in which the current definition of 'scratch-built' contained within the Land Transport Compliance Rule 35001/1, and the various individual equipment rules, is worded and applied.

Intention of the new definitions

LVVTA set out to resolve these problems by setting down some lines in the sand, so to speak, that clearly, logically, and fairly establish whether a vehicle is in fact still the original old vehicle, albeit modified, or if the vehicle has been modified to such an extent that its identity as an old vehicle has been lost. The proposal also clarifies that certain re-bodied vintage vehicles should not require LVV certification at all.

It is important to note that there are very few scratch-built vehicles entering the New Zealand vehicle fleet each year. Over the past 5 years, the average number of scratch-built vehicles entering the fleet per annum is less than 100, and the new definitions will not cause that figure to increase. The only effect that the implementation of the new definitions may have, will be to move a small proportion of that figure into the 'modified production' category. There will be no reduction in the safety of the vehicles concerned as a result of this change.

Scratch-built low volume vehicles account for something in the order of .003 % of the vehicle fleet.

Application problems with the definition

Inconsistency in its application

The definition that we had previously became poorly worded and structured, and contained a high degree of complexity. Consequently the definition was very difficult to understand and apply, so much so that it has been regularly misunderstood and incorrectly applied by Transport Service Delivery (TSD) agents, different people within New Zealand Transport Agency, and LVV Certifiers.

One example that illustrates the confusion well cropped up in 2004. The case was an XE Ford Falcon body fitted to a Nissan Patrol four-wheel drive chassis, and clarification was sought by a TSD agent from New Zealand Transport Agency as to how the vehicle should be processed for re-entry back into the fleet – in other words, should the vehicle be treated as a 'scratch-built' low volume vehicle or a 'modified production' low volume vehicle? During the ensuing discussions, the Transport Registry Centre declared that the vehicle was a scratch-built LVV, whereas the Vehicle Policy section regarded the vehicle as a

modified production Ford Falcon, and the Vehicle Certification Unit regarded the vehicle as a modified production Nissan Patrol.

This obvious confusion is not a reflection on anyone's knowledge or skills, but simply a reflection on how, with amendment after amendment made in an effort to resolve problem after problem, the 'scratch-built' definition became, as a result, poorly worded and overly-difficult to understand.

Time delays experienced

Because of the problems experienced within New Zealand Transport Agency in providing consistent interpretation, disputes have commonly arisen, and it has not been uncommon for motor vehicle enthusiasts to have to wait for over a year before being able to get the dispute resolved and get their vehicle registered for road use.

Some people have in fact been waiting several years and still have their cars – which have absorbed tens of thousands of dollars and years of man-hours, and are in no way unsafe – stuck in their garage at home unable to be registered for road use, for no reason other than the existence of outdated, poorly-worded, and overly-complex legislation.

For an organisation like LVVTA that was established to represent the needs of its enthusiast members, this has been an untenable situation.

Wasted resources

These re-occurring debates have consumed significant amounts of New Zealand Transport Agency and LVVTA resources, which is all wasted time. The Vintage Car Club of New Zealand (Inc) (VCC) has wasted a lot of time on this also, having had to lobby on an individual case basis for many of their members. In one 12-month period, VCC had to lobby for 11 of their members, eventually getting agreement from New Zealand Transport Agency on all but one of the 11 cases.

Because of the lack of clarity of the definitions, many different people within New Zealand Transport Agency have been involved in the application of the problematic definition. In more recent times, a different unit with the New Zealand Transport Agency took over the function of applying the scratch-built definition when the need arose. This was a positive move, with the definition being applied more consistently, and interpretations happening in a timely manner. However, the way in which interpretation of the definition was being applied was also consistently converse to the original intent of the definition that was agreed many years ago between the LVVTA and the Ministry of Transport. Part (a) of the definition (which was introduced in the mid-1990s to combat the LVV loophole being used to gain entry compliance for non-complying late model vehicles such as the infamous Nissan 'Supreme' vehicles) was being applied to 70 year old vehicles for which Part (b) of the definition was originally established.

Because of this, the outcome for some of these older 'modified production' low volume vehicles was not what the definition originally intended.

Different wording between different Rules

The problems were further complicated by the fact that when the 1998 version of the Land Transport Compliance Rule 35001 was amended in 2002 (to create 35001/1), a wording change was made that significantly changes the effect of the definition. No-one knows who made the change or why it was made. This mysterious change involves the substitution of the word 'or' with 'and' between two sub-paragraphs within the definition and created an outcome that was the complete opposite outcome of

that which was originally desired by LVVTA and NZTA personnel involved in the low volume certification system.

Outcome problems with the definition

Historic car enthusiasts' problems

The Vintage Car Club (VCC) have several members who have been unable, and in some cases are still unable, to get their vehicles registered for road use.

Typically these are older folk in their retirement years who have lovingly and skilfully re-bodied their 1920s and 1930s era sedans with a home-built sports body. Such vehicles are used for Vintage Car Club rallies and very occasional other use, and in most cases are incapable of exceeding 80 kilometres per hour. These people and their vehicles are tiny in numbers, and do not present a threat to road safety.

Most of these vehicles are on 'limited-mileage' classic insurance policies provided by specialist insurance companies, and in all cases the vehicles are not their owners' primary means of transportation.

The main reason this part of the problem existed is because when the initial modified production/scratch-built definitions were being developed during the late 1980s and early 1990s, the VCC was not then one of the motor vehicle hobbyist groups working with the Government, and the needs, therefore, of a small proportion of the VCC membership was not being represented.

The most common type of re-bodying is that of a sports body, that was a factory or coach-built body which was available for the chassis in question at the date of the chassis' manufacture, or one that is a totally authentic re-bodying of such a factory or coach-built body, incorporating the same design, material specifications, and construction methods. Such a vehicle will not incorporate any chassis or mechanical component modifications. This in effect should be regarded as a repair, albeit an extensive one. Such a vehicle required LVV certification, which should not be the case.

As a comparison, the world-wide governing body of motorsport, the Federation Internationale Automobile (FIA), and the world-wide governing body of vintage motoring, the Federation Internationale Vintage Automobile (FIVA), are very clear that a vehicle (even a unitary-constructed vehicle) that has been completely re-bodied can be entirely legitimately the same vehicle, providing that the vehicle maintains a clear trail of continuous history, and that the vehicle's unique factory-assigned identifiers are carried forward.

There are many examples of this. One scenario is where famous racing Ford GT40 Le Mans sports-racing cars were burnt to the ground during competition in the 1960s, then subsequently had the remains salvaged, and then later entirely rebuilt in an authentic manner using nothing but the identifiers – again, possible only if there is continuous history and the validated unique factory-assigned vehicle identifier is in place. Here in New Zealand a very famous M8A McLaren Can-Am sports racing car raced by the late Denny Hulme and the late Bruce McLaren during the 1960s was recovered some years ago, and has been completely restored using a newly-constructed tub (chassis) and a newly-constructed body. The key is that the car's continuous history is known and documented, the build tag (McLaren factory identifier) has been taken from the old tub and transferred, and the remains of the wreck were destroyed. The car will be recognised worldwide as the original car restored, and will be virtually priceless.

Using a more humble scenario, a Lotus Cortina can be crashed during a race, then subsequently re-bodied with a Cortina shell, incorporating all of the unique Lotus Cortina parts and the original Lotus Cortina identifiers, and the car remains the same valuable Lotus Cortina anywhere in the world, provided that

there is evidence that the remains of the wrecked body are destroyed. This practice has been tested in court throughout the world over the years, and is on safe legal ground.

This may seem to be getting slightly off-track, but the intention of citing these examples is to illustrate that a new authentically-replicated replacement body does not, in the eyes of the rest of the world, deem a car to suddenly become an entirely different car, nor is it suddenly deemed to no longer be an original old car.

Hot rod enthusiasts' problems

Problems also exist for New Zealand Hot Rod Association (NZHRA) members. They have been subjected to similar problems but for different reasons. Rather than the common practice of replacing the body on an old vehicle as do some VCC members, it is common practice for NZHRA members to replace the chassis. The reason for this is that their vehicles of choice – predominantly 1920s to 1940s vehicles – have a simple ladder chassis that, because of the rough and pot-holed roads prevalent at the time of the manufacture of these vehicles, were designed to allow a substantial amount of torsional (diagonal) flex.

With smooth modern roads and higher open-road speeds of today, the performance requirements from such vehicles have changed, and a more stable and rigid platform is necessary. To achieve this, hot rod enthusiasts typically stiffen their chassis' with cross-member systems that run throughout every plane to create a chassis that is rigid in both bending and torsion. Due to the condition of the 70 and 80 year old chassis' that these enthusiasts start with however, it is often more advantageous from the points of view of economy, degree of work involved, and overall long-term safety, to reproduce the chassis from new material, incorporating new chassis rails that replicate the originals but which incorporate torsionally-stiff cross-member systems. LVVTA's view is that motor vehicle enthusiasts should not be penalised for wishing to increase the level of safety in any area within the vehicles they restore, rebuild, or modify.

When this occurs, there is concern from some quarters about the loss of the original identifiers. However, in many cases the chassis numbers do not in fact become 'lost', because many of these old vehicles never had a chassis number to begin with. Many such separate body/chassis vehicles only ever had body numbers or engine numbers affixed. The Model-A Ford for example – one of the most popular vehicle types amongst hot rod enthusiasts – had a body number stamped on the floor frame of the body, and had nothing anywhere in the way of an identifier on the chassis itself.

In fact, the Ford Motor Company didn't use an identifier on the chassis of their vehicles until 1933. Many other vehicle manufacturers didn't affix an identifier to their chassis until much later than this. In other cases, the part of the vehicle's chassis that carried the chassis number has rusted out and been replaced, often without the owner or repairer even knowing the number ever existed there.

It must also be recognised that some of these subject vehicles are 70 years old, and that nothing man-made lasts forever, particularly things manufactured from sheet-steel. It is common-place for the rebuilding of such vehicles (whether restoring or modifying) to require extensive body restoration due to 70 years of corrosion. Replacement of floors, lower panels, sills, firewalls, and even body framing is required more often than not – which all represents a massive labour of love. New reproduction panels are available for popular models of old vehicles, and are identical to the original parts.

Presently, debate often crops up as to whether the repaired body sections form part of the 'original' body surface area, because the situation is not clearly spelt out within the current definitions.

Also, if an enthusiast elects to replace his 1932 sedan body with a factory or coach-built body that was available for the chassis in question at the time of its manufacture, such as a coupe body, debate often

crops up as to whether the changed body style causes the vehicle to become a scratch-built LVV, because again, the situation is not clearly defined.

New 'clean sheet' set of definitions requested

LVVTA has extensively reviewed this whole subject over many years, and has discussed the general issue many times with various New Zealand Transport Agency representatives. At the request of Vehicle Policy section of New Zealand Transport Agency in 2006, LVVTA took a 'clean sheet approach' and has come up with an alternative set of definitions that will meet the needs of everyone concerned, without opening up any opportunity for abuse of the system. Development work that has been done includes spending time during 2008 with NZTA personnel Davey Uprichard, Graeme Swan, and Stuart Rob McIlroy, viewing a number of vehicles which are, or could be, affected by the outcome of the definitions.

In developing the new definitions, LVVTA has worked closely with the two parties who have been adversely affected to the greatest extent; the Vintage Car Club of New Zealand, and the New Zealand Hot Rod Association.

LVVTA began down the path of finding a solution to our local problems in this area by looking at how overseas regulatory jurisdictions deal with the problem of defining different types of low volume vehicles. There were no overseas models that could be found that that were fair, clear, sensible, and logical.

The ones LVVTA studied are summarised as follows:

United Kingdom

England, Ireland, Scotland and Wales all operate under the system prescribed under the Driver Vehicle and Licensing Agency (DVLA), in conjunction with the Single Vehicle Approval system (SVA) – which is similar to our LVV Code. This system is hugely and unnecessarily complicated, and for all of its complexity it provides some illogical outcomes. For example, under a points allocation system a home-built vehicle can retain a high volume vehicle manufacturer's original registration mark as long as it can score 8 points – but 8 points can be achieved without having either the OE body or the OE chassis.

Similarly flawed is the fact that a kit vehicle over there does not have to bear any visual resemblance whatsoever to that mass-produced vehicle which it can remain registered as.

Europe

From the information that we have been able to find, it would appear that many, if not most, European countries apply the UK's DVLA and SVA systems for their individually constructed and small-volume vehicles.

Australia

The whole low volume vehicle equivalent system in Australia is complicated because the Federal Government makes the job of dealing with modified and home-built vehicles the responsibility of each individual state. The outcomes within the various states in Australia therefore range from 'do whatever you like' in the Northern Territories, to unreasonably restrictive requirements in New South Wales and Queensland.

One of the reasons the whole LVV system was developed as an entirely new and unique system in New Zealand, was because of the lack of sound technical requirements encompassed within the Australian systems.

United States of America

The USA has the same individual state-responsibility regime as Australia, so variation is high, while any actual enforcement of their regimes is very low.

What most states have adopted is the simplistic philosophy of allowing a custom-built/home-built/scratch-built/individually constructed vehicle to be registered as that mass-produced vehicle which it visually most closely resembles. Interestingly, they are applying this concept for modern legislation such as noise emissions and air quality emissions also.

While that regime is, in principle, ideal in terms of simplicity and ease of application, it is probably not a viable option as written because of the potential liability issues that the LVV Certifier, LVVTA, and New Zealand Transport Agency could be subjected to through a home-built particular make and model replica vehicle being misrepresented as a high-value mass-produced vehicle, such as the AC Cobra, Type-35 Bugatti, or Lamborghini Diablo that the home-built vehicle has replicated.

The New Zealand solution

LVVTA's view was that with a 'clean-sheet' review of what currently exists, but staying along similar lines, if done well, would provide the best outcome for the motor vehicle enthusiasts, the compliance industry, and New Zealand Transport Agency, from both safety and registration view-points.

Objectives of the new definitions

Clarity and ease of application

The new definitions have been written in such a way that they can be read and understood by anyone involved in the entry compliance industry, and the risk of misinterpretation of any part of the definitions is minimised as much as possible.

Avoidance of conflicting definitions

The new definitions are positioned just once within the Low Volume Vehicle Code and include an incorporation of the definitions by reference to the LVV Code within each Rule to: (a) ensure that there is no conflict of the wording within the definition spread throughout the many Land Transport Rules; and (b) to enable the quickest possible means of amending the definitions if new circumstances necessitate changes sometime in the future.

This incorporation by reference methodology for the LVV system has been used extensively over the past 15 years within all of the individual equipment rules, the LVV Certifiers' Deeds of Appointment, and the LTNZ Performance Review System documentation. This process is favoured because, aside from preventing 'version disease', it enables a much speedier process for making amendments and improvements if they are required. The LVV Code can be amended within weeks if necessary through mutual agreement and sign-off between LVVTA and New Zealand Transport Agency, rather than the lengthy time-frames that the Rules amendment process involves.

Such methodology has been a great bonus to the regulatory regime over the years – many times new technology or changes in the way the industry does things has necessitated a safety-related technical requirement change to an LVVTA standard, which LVVTA and New Zealand Transport Agency have been able to jointly achieve within weeks of identifying the problem.

Resolution of delays

With the clarity and ease of application expected of the new definitions, the time delays in getting affected vehicles through the LVV certification and Entry Compliance processes should always remain a thing of the past.

Reduction of wasted time

If the right definitions are in place, that can be easily understood, consistently applied, and that are seen by the majority as sensible and reasonable, all parties will be able to put that time and effort into more productive safety-related work instead of fire-fighting issues that do not present any direct safety risks.

Resolution of historic car enthusiasts' problems

The new definitions have been written in such a way that the problems outlined under 'outcome problems with the definition' for historic car enthusiasts who have had the entry compliance process made unreasonably difficult as a result of the way in which the current definitions have been interpreted and applied, are resolved.

The low volume vehicle category definitions has clarified that a historic vehicle that is re-bodied in an authentic manner with no chassis or mechanical component modifications, will not become a low volume vehicle (LVV) and is therefore not subject to the LVV certification process.

This allowance will rely on the vehicle retaining a unique factory-assigned identifier.

Resolution of hot rod enthusiasts' problems

The new definitions have been written in such a way that the problems outlined under 'outcome problems with the definition' for hot rod enthusiasts who have had the entry compliance process made unreasonably difficult as a result of the way in which the current definitions have been interpreted and applied, are resolved. Specifically, these include reproduction chassis, and body repairs and replacement.

The new low volume vehicle category definitions will allow these motor vehicle enthusiasts to build reproduction chassis rails that are of a similar design, material specification, and construction method for their vehicles, without being deemed by the definition to be a scratch-built vehicle, and therefore be subjected to some of the technical requirements that are not appropriate for the style of vehicle being built.

It is important to note that in every such case where the vehicle is deemed to remain a modified production low volume vehicle, the LVV certification system will still apply, and the LVV inspection process for such vehicles will ensure that all important safety aspects of the vehicle such as steering, suspension, braking, steering system collapsibility, chassis engineering, seats, seatbelts, seat and seatbelt anchorages, etc all meet the same level of safety requirements as for a scratch-built vehicle.

The concessions that a modified production vehicle might have over a scratch-built vehicle is in relation to the use of some of its original equipment such as lighting equipment (still with performance requirements), and door retention systems within the vehicle's original timber-framed body.

Similarly, the new low volume vehicle category definitions will recognise that the replacement of any part of an old vehicle body with identical direct replacement parts is in fact a repair, and not a modification.

In the same way as that which applies to a vintage vehicle, if a hot rod enthusiast chooses to replace a sedan body with a factory or coach-built body that was available for the chassis in question at the time of its manufacture, this also should not, on its own, cause the vehicle to become a scratch-built vehicle. A common example of this might be the replacement of a sedan body with a coupe body or a roadster body.

Prevention of abuse of LVV Code

The new definitions have been written in such a way as to prevent people using the LVV Code as a back-door means of registering production vehicles for road use that do not meet New Zealand's normal entry compliance requirements. This is already spelt out clearly in the LVV Code, however the new 'modified production' and 'scratch-built' definitions must also preclude such vehicles from being able to be processed as scratch-built low volume vehicles.

Correct description of vehicles

The new definitions ensure that no home-built or low volume vehicles become certified and registered as something that they are not. Neither the LVV certifier, LVVTA, nor New Zealand Transport Agency should be put in a position of being a party to a case of mis-representation. A vehicle that looks like an AC Cobra for example, must not be described under its 'make' field as an AC Cobra, unless it actually is one.

In the case of vehicles manufactured prior to 1960, this will be determined in each case by the most appropriately-skilled experts in the country (Vintage Car Club Inspectors and Category 1D LVV Certifiers), who will inspect and confirm the exact status of the vehicle, and record this through the VCC Vehicle Identity Card or the LVV FS010 Statement of Authenticity (see note [d] of 'Modified Production' definition), which will be reviewed and verified by the LVVTA office prior to issuing the LVV certification plate.

Alignment between description and appearance

The new definitions ensure that a vehicle looks like what the Land Transport Registry system describes it as. If the vehicle looks like a 1946 Chevrolet Pick-up for example, then, despite the body being fitted to a 1980 Holden Utility chassis as opposed to its original chassis, there should be a clear reference to the 1946 Chevrolet Pick-up on the registry system, even if only under the 'Model' field.

We would expect this to be an important factor for many reasons, not the least of which being from the NZ Police's point of view; - if they are calling for assistance in relation to a specific vehicle, it will be of little help if those assigned to assist are out looking for a 1980 Holden Utility when in fact the vehicle looks like a 1946 Chevrolet Pick-up.

Registration fees

The new definitions have been established in such a way that a vehicle that is not genuinely an old vehicle should not receive the cheaper registration fees available to true vintage vehicles, until after 40 years from the date it was put on the road.

The new definitions

The old definitions in relation to this whole subject included only ‘scratch-built’. If a low volume vehicle is deemed not to be a ‘scratch-built’ low volume vehicle, then it automatically becomes a ‘modified production’ low volume vehicle. There is no reference to a re-bodied low volume vehicle.

LVVTA has introduced a definition for a ‘re-bodied’ vehicle, a definition for a ‘modified production’ low volume vehicle, and lastly, has amended the existing definition for a ‘scratch-built’ low volume vehicle. The details have been removed from the ‘scratch-built’ vehicle definition, and instead the ‘modified production’ low volume vehicle definition includes the details, with any low volume vehicle not meeting that definition becoming, by default, a ‘scratch-built’ low volume vehicle. We believe that this is a much more logical approach.

The three new definitions are as follows:

Re-bodied vehicle

The new definition for a re-bodied vehicle is provided below. The primary role of this definition is to ring-fence those historic vehicles which have undergone an original or authentic re-bodying, and to make it clear that such vehicles are not required to undergo LVV certification unless other safety-related modifications are also present.

This definition sits in the LVV Code, and will be reproduced within the New Entry Vehicle Inspection Requirements Manual as instructions to the Transport Service Delivery agents.

<p>Re-bodied vehicle ^{see} notes (1), (2), (3), (4), (5)</p>	<p>means a vehicle that was manufactured on or before 1 January 1960 by a recognised mass-produced vehicle manufacturer, that:</p> <ul style="list-style-type: none"> (a) retains from the originating vehicle 100% of its original or authentically-repaired chassis and mechanical components; and (b) retains a unique identifier assigned by the originating vehicle manufacturer; and (c) has subsequently been re-bodied with a replacement body of a style, and from an era, that is appropriate for the chassis, which is either: <ul style="list-style-type: none"> (i) an original or authentically-repaired factory or coach-built body that was available for the chassis in question at the time of the chassis’s manufacture; or (ii) a custom-built body that is identical in design, material specifications, and construction methods, to that which was available for the chassis in question at the time of the chassis’s manufacture; <p>and</p> <ul style="list-style-type: none"> (d) has (a) to (c) authenticated by the presence of a valid <i>Vehicle Identity Card</i> of <i>The Vintage Car Club of New Zealand (Inc.)</i> which specifies the vehicle’s classification as either <i>A3</i> or <i>A4</i>.
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<p><i>Note (1): A re-bodied vehicle as described within this definition is not a low volume vehicle, and as such, provided that no other safety-related modifications are present, is not subject to low volume vehicle certification.</i></p>
<p><i>Note (2): The term 're-bodied' used within this definition, is a recognised industry term that may include modifications to an existing body, such as the conversion of a utility body to a coupe body, or the removal of a roof in order to convert a sedan body into a tourer body.</i></p>
<p><i>Note (3): 'Authentically-repaired' as in (a) and (c) means the replacement of any part of a body or chassis which incorporates the same design, material specifications, and construction methods, as used in the manufacture of the original body or chassis.</i></p>
<p><i>Note (4): Where any clarification or confirmation is required in relation to any part of this definition, this shall be provided by the Low Volume Vehicle Technical Association (Inc.), in consultation where necessary with The Vintage Car Club of New Zealand (Inc.)</i></p>
<p><i>Note (5): In the case of a vehicle, that by reason of technicality of design or component selection, falls outside of one of the re-bodied vehicle definition criteria specified in (a) to (c), but which meets the spirit and intent of the re-bodied vehicle definition, such a vehicle may be considered by the Technical Advisory Committee of the Low Volume Vehicle Technical Association (Inc), in consultation with The Vintage Car Club of New Zealand (Inc.), and may be issued with a variation to the definition provided that such details of variation are stated on the Vehicle Identity Card of The Vintage Car Club of New Zealand (Inc.)</i></p>

Modified production low volume vehicle

The new definition for a modified production low volume vehicle is provided below. The primary role of this definition is to ring-fence those vehicles whose modifications are limited to such an extent that the vehicle can still reasonably be considered the same vehicle as that which it originated from.

Such vehicles can be treated as modified production vehicles for the purpose of low volume vehicle certification, entry compliance certification, and registration.

This definition sits in the LVV Code, and will be reproduced within the New Entry Vehicle Inspection Requirements Manual as instructions to the Transport Service Delivery agents.

<p>Modified production low volume vehicle ^{see} notes (1), (2), (3), (4), (5), (6), (7), (8)</p>	<p>means a vehicle that was produced by a recognised mass-produced vehicle manufacturer, and has subsequently been modified in such a way as to affect one or more safety-related legal requirements, and:</p> <ul style="list-style-type: none"> (a) despite its modifications, the vehicle continues to bear a clear visual resemblance to the specific make, model, and year of the originating mass-produced vehicle; and (b) retains 60% or more of the original or authentically-repaired body from the originating mass-produced vehicle (based on surface area of body but not including sub-panels); and (c) either: <ul style="list-style-type: none"> (i) retains 60% or more of the original or authentically-
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	<p>repaired chassis rails from the originating mass-produced vehicle; or</p> <p>(ii) incorporates replacement chassis rails that are of a similar design and era, and which use similar materials to the chassis rails from the originating mass-produced vehicle;</p> <p>and</p> <p>(d) has (a) to (c) authenticated by the presence of a valid <i>F010 Statement of Authenticity Certificate</i> issued by the Low Volume Vehicle Technical Association (Inc), which specifies the vehicle's classification as 'modified production'.</p>
<p><i>Note (1): A modified production low volume vehicle must meet all of New Zealand Transport Agency's normal Entry Compliance requirements, as specified in 2.3(6) of the Low Volume Vehicle Code, before it can be processed as a low volume vehicle.</i></p>	
<p><i>Note (2): A modified production low volume vehicle that has two unique identifiers assigned by recognised mass-produced vehicle manufacturers as a result of having its original body or original chassis replaced, must have the surplus identifier linked by New Zealand Transport Agency within the transport registry system to the vehicle's primary identifier.</i></p>	
<p><i>Note (3): 'Sub-panels' as in (b) means those bolt-on panels which can be removed from the body-shell with the use of hand-tools.</i></p>	
<p><i>Note (4): 'Authentically-repaired' as in (c) means the replacement of any part of a chassis rail which incorporates the same design, material specifications, and construction methods, as used in the manufacture of the original chassis rails.</i></p>	
<p><i>Note (5): 'Similar design' as in (c)(ii) means, for example, if the original chassis was of ladder construction, then the replacement chassis must also be of ladder construction (as opposed to a tubular space-frame or monocoque tub); and 'similar materials' means, for example, if the original chassis was manufactured from mild steel, then the replacement chassis must also be of mild steel (as opposed to high-strength steel or composite material).</i></p>	
<p><i>Note (6): Where any clarification or confirmation is required in relation to any part of this definition, this shall be provided by the Low Volume Vehicle Technical Association (Inc), in consultation with the appropriate LVVTA Member Association.</i></p>	
<p><i>Note (7): In the case of a vehicle, that by reason of technicality of design or component selection, falls outside of one of the modified production low volume vehicle definition criteria specified in (a) to (c), but which meets the spirit and intent of the modified production low volume vehicle definition, such a vehicle may be considered by the joint NZTA-LVVTA Technical Working Group (as detailed in the LVV Operating Requirements Schedule of the Low Volume Vehicle Technical Association Inc), and may be issued with a variation to the definition provided that such details of variation are stated on the F010 Statement of Authenticity Certificate.</i></p> <p><i>In assessing such vehicles on a case-by-case basis, the following points will be considered:</i></p> <ul style="list-style-type: none"> ▪ <i>a modified production low volume vehicle should incorporate a predominance of key components sourced from the same vehicle manufacturer;</i> ▪ <i>a unibody vehicle that has been converted to a body/chassis vehicle, or a unibody vehicle that has had a complete floor and mechanical conversion, will always be considered a scratch-built low volume vehicle;</i> 	

<ul style="list-style-type: none"> ▪ <i>a vehicle may continue to be described as a modified production low volume vehicle, despite the modifications causing the vehicle to no longer maintain a clear visual resemblance to the original vehicle as required in (a), provided that the vehicle which the modified vehicle most closely resembles is recorded on the vehicle attributes screen in the Model field, followed by the word 'replica'.</i>
<p><i>Note (8): The replacement of an original body with another factory or coach-built body that was available for the chassis in question at the time of its manufacture, does not, on its own, cause the vehicle to become a scratch-built low volume vehicle.</i></p>

Scratch-built low volume vehicle

The new definition for a scratch-built low volume vehicle is provided below. The primary role of this definition is to clarify that any vehicle that does not meet the criteria specified for a modified production becomes a scratch-built vehicle for the purpose of low volume vehicle certification, Entry Compliance certification, and registration.

This definition sits in the LVV Code, and will be reproduced within the New Entry Vehicle Inspection Requirements Manual as instructions to the Transport Service Delivery agents.

<p>Scratch-built low volume vehicle ^{see} notes (1), (2)</p>	<p>means an individually-constructed vehicle assembled from previously unrelated components.</p>
<p><i>Note (1): A scratch-built low volume vehicle must have its 'make' recorded as 'LVV', and its 'model' recorded as the year, make, and model of the mass-produced vehicle which it most closely resembles.</i></p>	
<p><i>Note (2): Where any clarification or confirmation is required in relation to any part of this definition, this shall be provided by the Low Volume Vehicle Technical Association (Inc), in consultation with the appropriate LVVTA Member Association.</i></p>	

Examples of outcomes using the new definitions

To follow is a list of vehicles with typical body/chassis combinations that go through the LVV system on a reasonably frequent basis, together with the category that the new Re-bodied Vehicle/Modified Production Low Volume Vehicle/Scratch-built Low Volume Vehicle definition process will place the vehicles into.

Vehicle	Category
<ul style="list-style-type: none"> ▪ Authentic reproduction 1935 Auburn boat-tail speedster body on 1935 Auburn sedan chassis, otherwise unmodified 	<p>Re-bodied Vehicle, (not an LVV)</p>
<ul style="list-style-type: none"> ▪ Authentic reproduction sports Austin 7 body on original Austin 7 chassis, otherwise unmodified 	<p>Re-bodied Vehicle, (not an LVV)</p>
<ul style="list-style-type: none"> ▪ OE 1930 Ford Coupe body on OE 1930 Ford chassis, modified 	<p>Mod Production 1930 Ford</p>

▪ OE 1930 Ford body on OE or reproduction 1932 Ford chassis, modified	Mod Production 1930 Ford
▪ OE 1930 Ford Coupe body on reproduction 1930 Ford chassis, modified	Mod Production 1930 Ford
▪ OE 1934 Dodge sedan fitted with OE 1934 Dodge coupe body, modified	Mod Production Dodge
▪ Ferrari replica body panels fitted to a Toyota MR2	Mod Production Toyota MR2
▪ FWD Mitsubishi Lancer fitted with 4WD Mitsubishi Lancer floor-pan	Mod Production Mitsi Lancer
▪ 1928 Rolls Royce hearse converted to 4-door sedan (seating positions added)	Mod Production
▪ Toyota Hilux body or chassis swap, using same model/series body or chassis	Mod Production
▪ OE 1930 Ford Coupe body on custom tubular space-frame chassis, modified	Scratch-built
▪ F-glass reproduction 1930 Ford Coupe body on custom tubular space-frame chassis	Scratch-built
▪ F-glass reproduction 1930 Ford Coupe body on reproduction chassis	Scratch-built
▪ F-glass reproduction 1930 Ford Coupe body on OE 1932 Ford chassis	Scratch-built
▪ F-glass reproduction 1930 Ford Coupe body on OE 1930 Ford chassis	Scratch-built
▪ XE Ford Falcon sedan body fitted to Nissan Patrol chassis	Scratch-built
▪ FWD Mazda 323 changed to RWD Mazda RX7 floor and mechanicals	Scratch-built
▪ Volkswagen floor-pan with fibreglass beach buggy body	Scratch-built
▪ F-glass reproduction MGTF on Triumph Herald chassis	Scratch-built
▪ F-glass reproduction MGTF on custom ladder chassis	Scratch-built
▪ F-glass reproduction C-type Jaguar on Mk5 Jaguar chassis	Scratch-built
▪ Aluminium reproduction C-type Jaguar on reproduction tubular space-frame chassis	Scratch-built
▪ Replica Lotus 7 built from mild steel tubing and sheet aluminium	Scratch-built
▪ Fibreglass reproduction T-bucket hot rod	Scratch-built

<ul style="list-style-type: none"> ▪ 'Pursang' Type 35 Bugatti replica 	Scratch-built
<ul style="list-style-type: none"> ▪ Ariel Atom low volume factory sports car 	Scratch-built
<ul style="list-style-type: none"> ▪ Modified 1992 (pre-frontal impact) Honda Integra 	Non-compliant Honda (can't be LVV certified or registered – see note 1 after modified production definition)
<ul style="list-style-type: none"> ▪ Nissan Patrol re-badged as a 'Supreme', otherwise unmodified 	Non-compliant Nissan Patrol (can't be LVV certified or registered – see note 1 after modified production definition)

Note that this list is only indicative of some common examples of vehicles, and is intended to provide a guide toward the new definitions. Where any doubt exists as to a particular vehicle, the LVV Certifier should contact the LVVTA-NZTA LVV Technical Working Group at the earliest opportunity to seek clarification.

Finally:

If any assistance in the use of this Information Sheet is required, please contact an LVVTA technical team member at the LVVTA office.

Tony Johnson
 Chief Executive Officer
Low Volume Vehicle Technical Association