

**Technical Advisory Committee (TAC) Outcome Reporting Form**  
For reporting on 'Variations from Technical Requirements' (VTR's)

**TAC Meeting Date: 3 July 2018**

<b>Date(s) Considered *</b>	3 July 2018
<b>Application Type *</b> (E.g. modification, component approval.)	For the use of non-compliant components
<b>Description of matter(s) under consideration *</b>	Requesting permission to use Wilmot Breeden brand 'Silent Travel' door latches, which are of a 'dove-tail and pin' design. These are not burst-proof in the first latching position but are burst-proof in the fully latched position.
<b>Conflict of interest declaration</b>	None
<b>Information provided by applicant *</b>	<ul style="list-style-type: none"> <li>Basic vehicle details and photographs, submitted within 'Door retention system' section of 'Form 4B'</li> </ul>
<b>Sections of the LVV Code relevant to the decision *</b> (If outside the scope of the LVV Code, note how.)	<ul style="list-style-type: none"> <li>The NZ Car Construction Manual Chapter 13 section 13.12.1(b)</li> <li>The NZ Car Construction Manual Chapter 13 section 13.13.1</li> <li>The NZ Car Construction Manual Chapter 13 section 13.14.1</li> </ul>
<b>Considerations</b> (Record judgments and rationale.)	<ul style="list-style-type: none"> <li>This design of latch was used in original AC Cobra vehicles and other British vehicles including sports cars of the period.</li> <li>This is a Shelby 427 S/C Continuation model that Shelby produced under license.</li> <li>Assuming the door is closed fully, the latches should function as intended.</li> <li>The vehicle is potentially collectable and extensive body modification would be necessary to replace with compliant latches.</li> <li>Similar applications have been previously approved.</li> </ul>
<b>Decision &amp; number*</b>	Approved VTR00012