

BEACH HOP, STREET ROD NATS, PRE 49 NATS, NOSTALGIA DRAGS

hot rod

52
YEARS
1967-2019

NEW ZEALAND

NEW ZEALAND'S LONGEST ESTABLISHED AUTO MAGAZINE



Beach Hop's Cadillac Hippies

JUNE 2019
NZ \$12.00 inc GST



Full Circle

Steve & Leanne Milne's 1956 Chevrolet 210 Two-Door Sedan



Publisher's PODIUM

A Fair Go

THE subject for this month's editorial became a multi-choice scenario for the first time in a while. Normally there's something hidden deep in the grey matter which often isn't apparent and takes some prizing out, thankfully the pressure of deadlines gets my ideas freed up and out on paper but I've reviewed the options and chosen the hard road and gone with a prickly subject, and that is my/your/our attitude towards certification. In my position and as editor I have the luxury of dealing and meeting with many of you in a wide variety of day-to-day roles and at socially at events so with all that spaghetti thrown in the pot I'm normally aware of what's going on, and if there are issues, I get to hear both sides of the story. With our LVV certification system, there are two clear sides to it: One side is the view of the service provider (LVVTA), and the other is the view of the customer receiving the service. From my perspective there's a scant few who regard certification as unnecessary, most are in favour, but I never have to go far, sometimes even nowhere to hear complaints which range from superficial right down to deep hatred and resentment for how the standards are applied and interpreted. On many occasions, I've been asked to advocate for disgruntled hot rodders as their quasi-representative in a Fair-Go type scenario where they feel the only road left open for them to navigate is one of going public with their case via the hot rod media. I've resisted this but chosen to mediate (unofficially of course) by bringing the parties together to get the issues resolved. In a couple of cases, this involved cracking confidentially boundaries. The boundaries were invoked because the hot rod customers feared their cars would be denied certification forever just because they objected or found fault in an interpretation of a ruling on a standard, either by the certifier or LVV themselves. In all cases

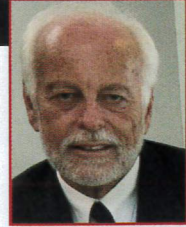
so far (touch wood) there has been a favourable outcome without going public. I fail to see the reason why such negativity should be publicised because essentially we are self-governed and these issues should be sorted out in-house, so-to-speak. We are grown men and can behave rationally and sort our issues out. That doesn't stop gums flapping at events or any occasion for that matter on how bad the certification system is. The truth is (with a couple of exceptions) that these comments are unwarranted and unfounded, typical of our tall-poppy syndrome in this country. From my view of this market, certification is considered a grudge-purchase, a necessary evil, like buying petrol or diesel but in reality it doesn't have to be this way.



Having worked alongside LVVTA, I find them to be a passionate bunch of guys who, with very limited resources advocate for safety and sensibility for and on behalf of our hobby. In principle, their hearts are in the right place, In practice, things go wrong, are misinterpreted and the rumour-mill can sometimes disguise the truth with misinformation. There's an expectation by hot rodders that LVVTA is bigger, brighter and bolder than they really are, and has unlimited resources to investigate the infinite number of component design and application possibilities. They are working to close this gap, and I'm sure in the fullness of time it will close.

Here's an idea for LVVTA which may help turn the perception of their service around. We've all heard of the Consumer institute who advocate on

By Paul Grace



behalf of all Kiwi consumers. They test and compare products and provide unbiased data for us to make informed decisions on. Now the Consumer Institute has extremely high brand value and perception by consumers and that's because they advocate on their behalf, sort of like a Fair Go program. Should LVVTA adopt this model and advocate on our behalf by testing new and old products and provide us with an unbiased opinion and technical data for us to make informed decisions on what components to purchase. Right now buying parts from a catalogue is a crap shoot unless the manufacturer has a superb reputation (Lokar, Ididit, Classic Instruments, Pete & Jakes, SoCal and Vintage Air, etc.) so it'd be so great to know what's certifiable and what's not. LVVTA has just issued a safety alert on front spindles for early Fords which is excellent but leaves consumers (hot rodders) wondering which parts are acceptable and I'm sure, in fact, I've been assured that more information will follow.

Hey, I think LVVTA modelling itself on the Consumer Institute's model is a great idea and is workable give the right resources of time and money. Can you imagine how long it would take to buy and assemble half a dozen complete I-beam front suspension systems for a hot rod then test each one individually and fully, then write a comprehensive report for publication. It sounds like a fun project to be involved with, but it'd take two people a couple of months to complete it. These resources don't currently exist within LVVTA, and right there is the gap. In a nutshell, we're getting a lot, but it's less than what we expect.

This is my opinion and suggestion for a way forward to a better future. I've heard many of your opinions on what's wrong, but what's your solution? Let's hear them, send me an email with a positive suggestion.

I admire and respect the LVVTA team, they punch above their weight, and I'm 100 per cent sure their work and diligence has saved lives out on our roads. Now that ain't bad, is it? **PG**