

# All good in the hood

By Alistair Davidson

A lot of misinformation about bonnets (hoods) and sides has been doing the rounds on social media. It includes 'all cars will have to have bonnets'; 'you can have no bonnet but the exhaust manifolds, blower/turbo and drive belts must have mesh guards'; 'your car must be certified for no bonnet or hood sides'. NZ Petrolhead's World Headquarters has received many calls and emails about this, with one well-know rodder who'd seen some ill-informed Facebook posts telling us 'if I have to run a hood and hood sides on my traditional '32, that's it. I'm selling it and giving up hot rodding.'

So NZ Petrolhead had a wee chat with LVVTA's CEO Tony Johnson to get the actual facts. Tony explained that, in a nutshell, nothing has changed. He explained that it's always been illegal to modify the body of a vehicle in such a way that it could increase the risk or extent of injury to pedestrians, occupants, and other road users. So what the LVVTA has done is 'clean up some documentation' by including 'no bonnet and hood sides' on the LVV Fender Exemption Authority Card. Tony went on to say that this is a proactive move that keeps things tidy; it separates hot rodders from import owners, who are increasingly running their late model Japanese cars with no bonnet; the distinction being that more modern vehicles must continue to meet the frontal impact standards and external projection standards they met at the time of manufacture, whereas, obviously, frontal impact performance and external projection performance requirements are much lower for very old vehicles. LVVTA and NZHRA are well respected by Waka Kotahi NZ Transport Agency, which has faith in the two associations self-policing such things.

The hood and hood side exemption has the same criteria as the fender exception, being pre 1935 vehicles only. So it encompasses T-buckets, Model As and '32 Fords for example; if you're running a street machine or muscle car with no bonnet/hood, nothing's changed there. It's not a certification issue, you're continuing to 'take your chances' at WOF time, and should you have to make an insurance claim.



■ No bonnet on a Commodore is not a modification that falls under the LVVTA's certification umbrella. It's a modification that's not legal, unless it's a pre-1935 vehicle and the owner has it noted on their Authority Card once the change to the Authority Card system takes place later this year.

## The Mer



Kerry 'Chic Pics' Keays, a long-time Petrolhead and NZ Rodder contributor, is frantically gathering in and photos of all 1949 to '51 Mercury

## Rodder Palmy

Thanks to all the people who bought their copy of the latest NZ Rodder #186 from our trade stand at last month's Summer Swap Meet and Hot Rod Show Palmerston North. We'll have another trade stand at Car-O-Rama in Matamata on March 21, but if you're not going to be there you can order online at [www.nzrodder.co.nz](http://www.nzrodder.co.nz) or give us a call on (09)263 5305. NZ Rodder is all very swish, more of a coffee table style book than a magazine. It's 160 pages printed on high quality paper, packed full of high quality photography and editorial. You'll find traditional hot rod and kustom features, events, drag racing history and more. There are 20 pages of Beach Hop coverage, shipping, and is only published twice a year.



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