

Contents

1.1	INTRODUCTION	8
1.2	SCOPE AND APPLICATION	8
1.3	DEFINITIONS AND INTERPRETATIONS.....	8
1.4	RELATIONSHIP WITH THE LAWS OF AUSTRALIAN JURISDICTIONS	9
1.5	ADMINISTRATION AND REGISTRATION	10
1.6	FUTURE DEVELOPMENTS	10
1.7	FUTURE REVISIONS.....	10
1.8	DOCUMENT FORMAT	10
1.9	ROAD SAFETY.....	10
1.10	RECORDS.....	10
1.11	DATE AT WHICH THE DOCUMENT TAKES EFFECT	11

1.1 INTRODUCTION

This document, the *National Guidelines for the Construction and Modification of Street Rods in Australia* (the Guidelines) has been prepared in consultation with the Australian Street Rod Federation (ASRF) and has the Federation's national endorsement.

The Guidelines incorporate simplified outlines of the requirements of the Australian Vehicle Standards Rules 1999 (AVSR) applicable to Street Rods. The Guidelines are intended to provide technical guidance and information that are recognised nationally and have been endorsed by all Australian State and Territory agencies responsible for vehicle standards and the registration of Street Rods for road use.

1.2 SCOPE AND APPLICATION

These Guidelines apply to original pre-1949 vehicles modified as a Street Rod or vehicles constructed as a replica of an original vehicle modified as a Street Rod. They are a nationally accepted guide for persons who intend to build a Street Rod. Their purpose is to help ensure that a vehicle built or modified as Street Rods in accordance with these Guidelines will comply with the applicable requirements of the AVSR. Section 11 contains a detailed checklist to help builders and modifiers ensure they have covered the requirements specified in the other sections.

These Guidelines do not replace the requirements of the AVSR, but they will help to ensure that Street Rod builders are aware of the appropriate references for the design and construction of a safe Street Rod with good driving characteristics.

These Guidelines do not apply to Street Rods built as an individually constructed vehicle (ICV) or to Street Rods that are produced in volume.

These Guidelines do not apply to policies and administrative procedures necessary for registering Street Rods.

- Notes:
1. Owners and builders should seek advice from an Examiner when planning their modification or building project to help ensure the Street Rod complies with the Guidelines and applicable standards.
 2. Street Rods produced in volume must comply with the provisions of the Commonwealth *Motor Vehicles Standards Act 1989* administered by the Commonwealth Department of Infrastructure and Regional Development.
 3. ICVs must comply with the ADRs current at the date they are notified to the Registering Authority. Refer to VSB 14 for guidance on building an ICV.
 4. Vehicle Standards and Rules are subject to change at any time which may impact on elements of design or construction. Street Rod builders should check that they have the most recent relevant information.

1.3 DEFINITIONS AND INTERPRETATIONS

For the purpose of these Guidelines, the following definitions and interpretations apply:

Australian Design Rules (ADRs) mean the series of vehicle design standards issued by the Commonwealth Department of Infrastructure and Regional Development under the Commonwealth *Australian Vehicles Standards Act 1989*.

Australian Vehicles Standards Rules 1979 (AVSR) means the vehicle standards that apply to motor vehicles, trailers and combinations on roads and road related areas.

Certification means assessment of a Street Rod by an Examiner for compliance with these Guidelines and applicable standards, and provision of a certificate to this effect.

Chassis means a structural unit that will support the full load of the Street Rod drive train, body and all ancillary components.

Competent person for any task means a person who has acquired through training, qualification or experience, or a combination of them, the knowledge and skills to carry out that task.

Dickey-seat means a folding or hinged seat, fitted to exterior of the vehicle.

Examiner means a person who has been authorised by a Registration Authority to carry out inspections of Street Rods during the construction or modification phase on its behalf. In jurisdictions where Registration Authorities do not employ *Examiners* for this purpose, *Examiner* means a *Signatory* (see below).

Individually constructed Vehicle (ICV) means a vehicle, whether a unique design or a replica, that is built to comply with all the applicable ADRs.

May indicates an option that is permissible and which does not affect compliance with these Guidelines whether or not it is used.

Must indicates something that is mandatory to achieve compliance with these Guidelines.

Number plate is equally applicable to 'licence plate' and 'registration plate'.

Replica means a street rod that is comprised totally of reproduction parts.

Reproduction means a part that is, as close as practicable, identical in appearance and dimensions to the equivalent part in an original, pre-1949 vehicle. A reproduction may differ from an original part in manufacturing process and/or materials.

Rule means any specific vehicle standard specified in the AVSR.

Should indicates something that is recommended, but is not necessary to ensure compliance with these Guidelines.

Signatory means a person authorised by a Registration Authority to assess and certify vehicles under the jurisdiction's modified vehicle scheme.

Note: There are a variety of terms used to describe this entity, including *engineering signatory*, *approved person* and *licensed certifier*'

Street Rod means a vehicle that has a body and frame that were built before 1949, that has been modified for safe road use, or a replica of a vehicle, the body and frame of which were built before 1949.

Note: This definition is the same as that used in the AVSR.

Vehicles manufactured in 1949 or later that carry over models of a vehicle model manufactured prior to 1949, eg Ford Anglia, are included in the Street Rod classification. A Street Rod must have a separate body and chassis, both of which are of pre-1949 manufacture, or may be recently built replicas of the chassis and body of a pre-1949 vehicle. The Street Rod may be built from the ground up using reproduction parts of a pre-1949 vehicle.

1.4 RELATIONSHIP WITH THE LAWS OF AUSTRALIAN JURISDICTIONS

Subject to Commonwealth laws and the laws of the States and Territories of Australia, this document provides guidance for the design, manufacture and modification of Street Rods. Other procedures may be acceptable subject to adequate technical justification.

Nothing in these Guidelines is to be regarded as in any way limiting the powers and duties of the Minister, the Chief Executive Officer of the jurisdiction in question, or any agent or employee of that Officer, under the appropriate Act/s of that jurisdiction, or subsidiary legislation made there under. Where an ADR, Rule or Australian Standard is referred to in these Guidelines, the current version of the ADR, Rule or Australian Standard should be read in full to avoid misinterpretation.

Although the AVSR have been incorporated into road transport legislation by all jurisdictions and apply to modified or newly constructed Vehicles, each jurisdiction may have a different heading or title for its adopted version of the AVSR and that there may be a difference in Rule or Clause numbers. It is therefore important to check the equivalent requirements in your local legislation wherever reference is made to a Rule in the AVSR in these Guidelines.

The Guidelines do not preclude the use of alternative materials, designs, methods of assembly, procedures, and the like, that do not comply with a specific requirement of the Guidelines, or are not mentioned in it, but which can be shown to give equivalent or superior results to those specified methods, providing the alternatives used achieve compliance with the AVSR as incorporated in the

law of the registering jurisdiction and other applicable vehicle standards. Where alternatives are used, the modifier/builder must ensure they can provide evidence of compliance. It is important that owners or builders seek advice from the appropriate Registration Authority if in doubt about any of the above issues.

1.5 ADMINISTRATION AND REGISTRATION

Building a Street Rod to these Guidelines does not imply any obligation on a registering authority to grant full registration to the Street Rod. Instead, these Guidelines provide a set of technical specifications for the construction and modification of Street Rods. Individual Registration Authorities have their own administrative procedures and requirements for the certification and registration of new and modified Street Rods. Owners and builders must familiarise themselves with the provisions of the Registration Authority in which they reside. Similarly, owners of Street Rods who wish to transfer their Street Rod to another State or Territory need to obtain relevant information from that Registration Authority.

1.6 FUTURE DEVELOPMENTS

It is recognised that a set of Guidelines that covers all eventualities is not feasible. This document is a live document and will need to be revised from time to time to include future developments arising from regulatory changes, improvements in technology, safety concerns and the development of alternative designs.

The document may also be revised to improve its editorial content.

1.7 FUTURE REVISIONS

Future revisions are the responsibility of the Australian Motor Vehicle Certification Board Working Party. Revisions, other than those of a legal or editorial nature, must be processed in consultation with relevant stakeholders, including user groups such as the Australian Street Rod Federation. The Working Party may consider applications from individuals concerning recommended revisions to the Guidelines. However, these should be submitted after consideration by the appropriate user groups. The Working Party will consult widely before making a final decision on any proposed amendments to the Guidelines.

1.8 DOCUMENT FORMAT

This document will be available for download in electronic format from the Department of Transport and Regional Development website at

www.infrastructure.gov.au/roads/Vehicle_regulation/bulletin/street_rod.aspx

While the Guidelines may be downloaded in sections for the convenience of persons working on a specific aspect of a Street Rod, all referenced sections applicable to the specific work being done should also be downloaded.

VSBS 14 may be downloaded from

www.infrastructure.gov.au/roads/Vehicle_regulation/bulletin/vsb_ncop.aspx.

1.9 ROAD SAFETY

The completed Street Rod, whether a modified vehicle or a replica of a modified vehicle, must be certified in its entirety by an Examiner that it is suitable for safe road use.

1.10 RECORDS

Street Rod builders and owners should keep all records of tests, assessments and other means that are used to demonstrate the Street Rod's compliance with the provisions of these Guidelines, AVSR and applicable vehicle standards. The records should include receipts for steering, suspension, braking, other safety and major body components, along with chassis and any significant engineering work done. This will help ensure that any queries can be dealt with easily, and failure to do so may cause delays in obtaining registration, and could be costly if any test or assessment needs to be repeated.

1.11 DATE AT WHICH THE DOCUMENT TAKES EFFECT

This document takes effect at the date of issue.