

Class 56-Reconstructed Vehicles

Nova Scotia Motor Vehicle Act Updates: Conrad LeLièvre's Role

Question: Do you work for the Registry of Motor Vehicles or you are working as a consultant for them.

Reply: Conrad does not work for the Registry of Motor Vehicles or as a consultant for them.

He got involved on this topic on behalf of Engineers Nova Scotia, the licensing body for professional engineers in the province. Class 56-Reconstructed Vehicles (mentioned in the MVI Manual) required in some cases that a professional engineer certify the vehicle as being fit for the road. But the Regulations don't provide any guidelines against which the engineer can certify the vehicle. Engineers Nova Scotia felt that there should be some sort of guidelines that both the engineer and the vehicle constructor could follow. He got involved back in 2008, when he was President of Engineers Nova Scotia at the time, and felt that they should provide some technical back-up to the Registry of Motor Vehicles.

He is not being paid by either side and is doing this purely out of interest in the sport and out of professional involvement to assure that things are done correctly from an engineering perspective.

Question: When a vehicle needs to be certified by an engineer, does the Dept. of Motor vehicles send a request to your organization? Is there an actual documented process which involves the Dept. of Motor vehicles.

Answer: No, currently the Registry doesn't contact Engineers Nova Scotia at all. A guy named Dave Hoar out of Fredericton has been doing these certifications for years and he is currently the only guy doing it. At one time, his phone number was even listed on the Registry web-site as the Nova Scotia Engineer for these Class 56 certifications.

There is an affidavit that is supposed to be filled out for a reconstructed vehicle. And at this point, a reconstructed vehicle also includes a modified vehicle plus a kit car or replica vehicle (like a fiberglass 34 Ford).

The form is entitled Application for Registration of an Altered or Reconstructed Vehicle. The process is described in the MVI manual on pages 28/29 (at least in my copy). The form is available at the Access Nova Scotia offices. On the back of it they give a sequence of events that must take place to get the said vehicle registered. You need to fill out the form and have it witnessed, attach 3 photos of the vehicle and send it to the Registry of Motor Vehicles, attention Special Services. Upon approval of your application the Registry will tell you the necessary steps to obtain registration.

If it is a simple modification, they might get one of their vehicle compliance officers to approve it. If it is an extensive modification, they might want the engineer to certify it.

NOTE: In days gone by (the last 25+years) the vehicle, even if it was a kit car, got registered as the year it most looked like. As such we have fiberglass 34 Ford running around with antique plates on them. In previous years, the engineer out of N.B. inspected them based on them being equipped to late 1970's standards, that is no emissions stuff.

Recently, the kit car owner we talked about was told that his car would be classified as a 2012, as it was built this year. Now the issue of catalytic converters and such, side marker lights, 3rd, brake light, and all the rest come into play.

Essentially they have slammed the door on these modified vehicles till they write new rules. And that might take another 2 years.

From what I understand, Class 56-Reconstructed Vehicle appears in the MVI manual, but was never formally adopted into the Motor Vehicle Act. As such there is no formal definition of what a reconstructed vehicle is in the legal sense.

From new information I received this week, there is a Model A street rod here in the Valley that has recently been refused registration in a similar manner.

Hard to believe that a person can spend \$100k on a car and then be told he'll have to wait another year to get it registered.