

My Hawk build Part 15 by Stuart Clarke

Lights!

Things are progressing well and now I'm on to fitting the lights.

The standard Cobra rear lights of Lucas 542 lamps aren't permitted for the IVA test as they aren't "e marked" and the radius of the plastic is deemed too sharp so, reluctantly, I've got to fit some compliant lamps. These Land Rover lamps are "e marked" and perfectly legal



This is the position that the Lucas 542 lamps would have been fitted.



To ensure that the Land Rover lamps are fitted in a suitable location I made some templates and a drilling guide.



The mounting position for these lamps is well above the minimum IVA requirement of 350mm.



Even though I don't like the style, they do fit quite well.

For the front lamps I ordered some budget “e marked” 7” lenses with H4 lamps and side lights fitted into some 7” plastic nests with the wiring connections. The nests are suitable for all the 7” lenses.

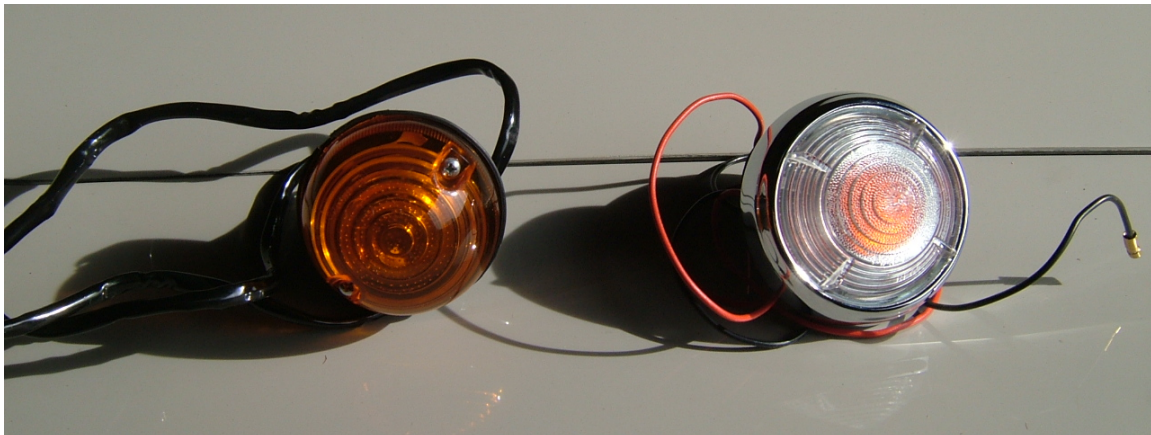


I needed to relieve the premoulded holes for the nests, then align the nests vertically and drill clearance holes for the lens orientation adjusters and drill and tap the fixing holes for the nests.

Then it was simply drop them in and tighten the fixing screws. I used M5 cap heads and then clipped on the cobra rims.



The original Lucas indicators are also a problem with the current test regulations as they have little protruding fins on the lens.



The Land Rover indicators came to the rescue again.

Fitting the front indicators was the same as at the back I cut a 32mm hole with the hole saw and enlarged it with the Dremel. I then drilled and tapped the fixing holes and used M4 cap heads to fix the indicator lamps in place.



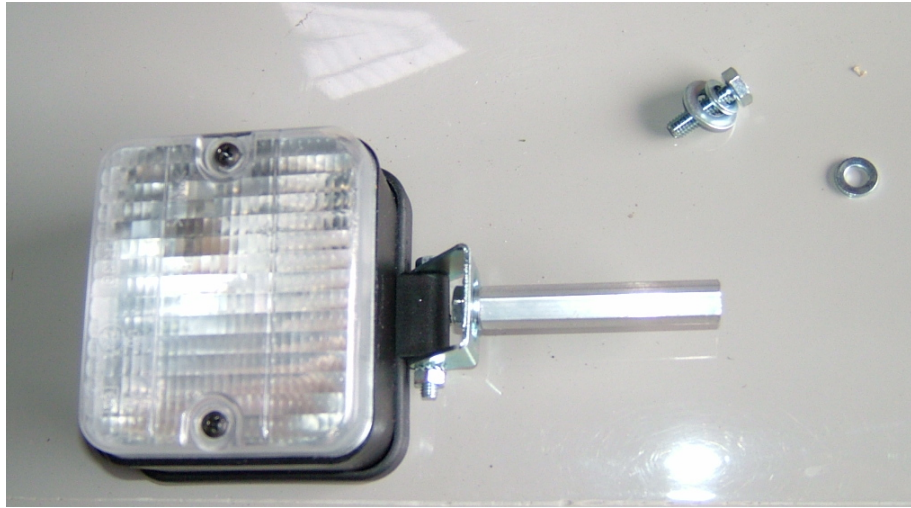
Next up was the side repeaters. These are also a requirement for the IVA. The standard type that most Hawk builders use require a 25mm hole to be cut then they simply push and lock in with a grooved grommet.



I know that the original cars didn't have them but regulations and safety come first! I've had too many non fault crashes and claims to skimp here!

The rear fog and reversing lights are also a requirement for the IVA. There are some nice stainless steel period looking ones available but these aren't e-marked and would result in an IVA fail.

I bought some horrible plastic IVA compliant lamps and had to make some brackets to attach the lamps to the rear chassis mounting points. I'd bought some 10mm hexagonal aluminium bar to use on the throttle linkage this was ideal.



I cut a short length and drilled and tapped each end.



Just the job. It is an IVA requirement that there must be a minimum ground clearance of 250mm. I left about 270mm just in case the suspension settled a bit. Worst case I'd have to shorten the aluminium brackets.

The final bit at the back was to fit a couple of reflectors and the number plate light.

With the number plate light there are drilling marks in the location. This is a simple fit. There are also two screws included for fitting the chrome cover. There's a period chromed hex head screw or a zinc plated rounded slotted IVA compliant screw. I fitted the latter.

The reflectors are E-marked ones that are fitted with some M6 screws with the holes drilled and tapped.



Not period correct but compliant.