

## My Hawk build part 27 by Stuart Clarke

### Getting it tested.

It was time to see if all my hard work and hard earned had achieved anything. I had followed all the advice that I had been given, read loads of books and was happy with the standard of my build but was that enough? I still had to pass the dreaded IVA test. All I could hope for is that if I wasn't lucky enough to pass first time, I wouldn't be left with a to-do list the size of the Encyclopedia Britannica. To try and improve my chances of success; I decided to do it in stages. Get the Hawk checked over at a garage and see if it would comply with MOT requirements first and then take it for the big test.

I made an appointment with a local garage, they came recommended from other guys in the local Cobra fraternity and they have the added bonus of a rolling road! I thought it best to check the engine tuning, now that the engine was in the car and it was connected to the rear wheels!

I organised a trailer and loaded up the Hawk.



When I arrived and offloaded, I gave them the brief of checking over the car, setting the headlights, tracking, brakes and checking the engine tuning. I also had a problem of current drain on the battery and asked them to check that too.

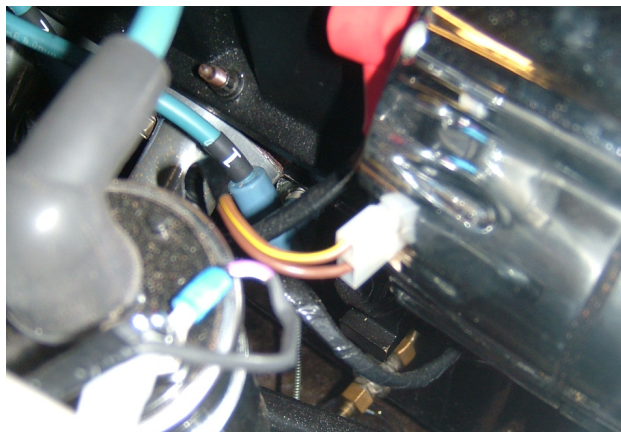
We were having the worst winter since records began and temperatures in our area plummeted to minus 15. As the lock up wasn't heated, I was glad of the break from Hawk building. (We're not all as fortunate as Clive with his fantastic centrally heated Workshop!)

After a week or so and regular updates over the phone the Hawk was ready to be collected and had flown through the MOT. (Albeit it couldn't be issued with a pass as it didn't have number plates fitted!). I spoke to VOSA and West Mercia Police who informed me that as the vehicle had been to a pre booked test and as long as it was insured, I was able to drive it unregistered on the road! So I spoke to the insurance company and got a certificate of insurance and went off to collect the Hawk.



I went through the paperwork and went through the list. The current drain on battery turned out to be the alternator connections (despite checking with the alternator manufacturer and the loom manufacturer). The lights were all set up, tracking set, a couple of bolts needed replacing on the panhard rod as the MOT tester deemed them to be too short (not enough threads showing through the Nylocs). The brake balance was fine and a slight tweak on the tuning was required. All in all, it was a worthwhile exercise. They commented on the quality of the kit and also mentioned the attention it had received from other customers!

Correct alternator connections:



It was minus 12 on the day I collected it so I wrapped up warm. The roads weren't busy and it was a real buzz! Unfortunately the 15 mile drive was over in a flash. The Hawk handled fantastically, due to the conditions I had to be rather conservative in my driving style but it was a fantastic experience. I spent the following 4 hours cleaning off all of the salt spray.

I could now turn my attentions to the IVA test.

The forms are all downloadable from the Internet at <

<http://www.businesslink.gov.uk/bdotg/action/detail?type=RESOURCES&itemId=1083034396> >

They are fairly straight forward to complete. For the IVA all the info required relates to the Hawk part and not the Donor Car. The Donor Car components are only required for the registration process which is dealt with after the IVA.

The form required is IVA1.

Part 1 details the owner and it is the owner section that needs completing. The left hand section is only if the presenter (on the day of the test) is different to the owner.

Part 2 is for the details of the test appointment requested. I've been advised that it is better to choose an AM appointment as this allows for any silly's to be rectified within the test day.

Part 3 is a quite detailed section. The VIN number is the Hawk chassis number *HAWKST.....* It's found on the inside chassis rail in the engine compartment and also on the offside rail plate forward of the rear wheel. 3d is when the kit was manufactured i.e., when you completed the build! The kit is a passenger car and I've been told that it's a 2 door roadster. Gerry informed me that the maximum design road speed is 130 MPH and this is the figure that is cross referenced with the tyres fitted. Ensure the tyres fitted can accommodate the design speed!

The engine power and speed at which it is obtained is for the noise test purposes. This can be obtained from the engine supplier or off a Dyno run.

3u is for the design weights. This info is best obtained from Gerry.

My car was an Amateur build so I only needed to tick the Amateur build box then straight onto section 7. In section 7 I completed the documents that I sent which were copies of the Invoices for the major components, a copy of the Donor V5 and a copy of the receipt of its purchase, photos of the build and a copy of the Amateur build declaration which can also be downloaded from the same site.

I sent this info off and hoped for an early reply.

I still had a few bits that I needed to do before the test to ensure compliance.

First off, I still wasn't happy with the steering wheel as I was sure that the metal spokes didn't have a sufficient radius to be deemed acceptable. I decided to cover them with foam and some of the vinyl that I used for the dash board.

I cut some pieces and glued them on and was happy with the result. I also got some legend transfers to adorn the switches as this is a requirement.





The next project was to cover the SVA Seatbelt frame as this has too many sharp edges and trap points. It's best to take a photo of the frame so Mr IVA tester person can be happy that the seat belt mounts are suitably rigid and robust.





I then made some cardboard templates to cover the frame.



I made three templates which I joined together to cut out one final piece. I used Nylon sheet which is very flexible.



Most people use thin plywood sheet. This can then be covered with vinyl, leather or carpet. I'd imagine that this could also be done in aluminium which is probably much more authentic.

I also fitted some little rubber bump stops to the hood bow fixing points. These can be seen either side of the car body just behind the doors. I drilled and tapped some plastic rod and slid that into the metal hood bow retaining tubes and then fitted the bump stops with some screws.

I then had to make a compliant grill so I bought some aluminium mesh and fabricated a guard which attached to the Hawk grill.



No sharp edges there.

I also had to ensure that the wheels were compliant. Unfortunately I found that the lovely AC spinners aren't compliant so I had to replace them with some compliant ones.



They are no where near as nice but rules are rules!