My Hawk build part 28 by Stuart Clarke

The IVA test.

I'd received confirmation of my test date with VOSA at Birmingham but I still had loads to do.
The IVA test is much stricter than the MOT and after lots of research I found out that I had way too many sharp edges that wouldn't pass.

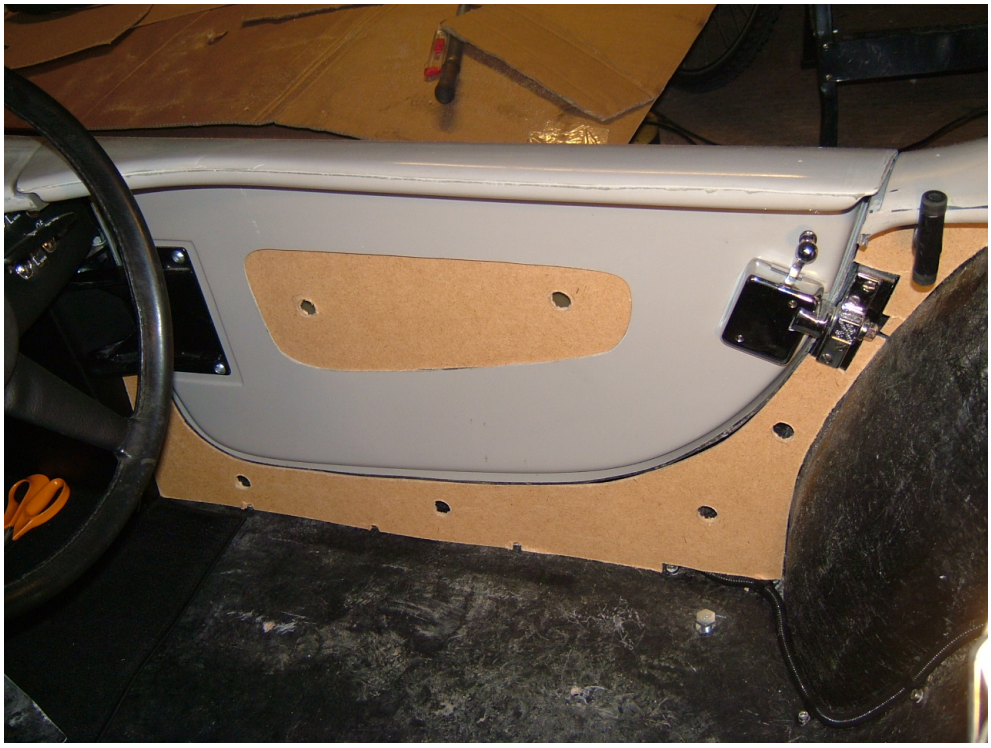
I started off with the bonnet and boot handles. The ones that I had fitted had too many sharp edges. The best way to resolve this would be to file the sharp edges back and then rechrome them. I just didn't have time to do this before the test so I simply removed the bonnet handles and removed the boot handle and made a suitably rounded escutcheon plate from aluminium. I ordered a T bar which enabled me to activate the latches that were safely inside and therefore exempt from any radius requirements.

Sometimes rules need to take preference over aesthetics.

Based on my research, the only way I could make the interior suitable was to completely trim the interior. I spoke to Gerry and other members of the 289 fraternity about how best to finish off around the doors. The best method to provide a well finished off job is to fill in the recesses around the doors. Gerry suggested making some patterns and using expanding foam behind the patterns not only secures them in place but the additional sound deadening makes for a much more solid dare I say it production car feel and sound when the doors are slammed shut. Gerry also suggested filling the doors with the same expanding foam but not using too much as to make them explode!

I cut some cardboard templates and using the recommended piece of hardboard (which only cost £2.50 from B&Q) I made the required pieces.

The holes are added to allow the foam to be sprayed in.



It really does work, but I'd advise an element of caution when adding the foam. I'd imagine its best done in stages and also when you are able to hang about to ensure that there isn't an over expansion of the foam. I only used 1 tin of foam it was just standard expanding foam and it worked well.

I left it overnight to fully cure and was happy with the result. Now I could fit the carpet kit. Gerry had a new supplier for the trim kit and after a trial dry fit I could see that some of the supplied pieces would require reworking. I decided to fit the

carpets using double sided tape and this would ensure a secure fit but enable me to remove pieces at a later.
The carpet kit is fitted in layers. It's quite easy to work out which order as the pieces with unfinished edges go in first and those with the finished edges go in last. The double sided tape worked well and a couple of pieces that weren't in the exact place first time could be easily repositioned. The trim kit came complete with door cards and I also arranged some hinge covers to ensure that the hinges were not left with any exposed sharp edges.

A fair few hours later and the Hawk really looked the part.

One of the requirements for the IVA test is for the brake bias bar to be locked off. The ideal way to do this is to weld the threads of the bar. The reason for this is that a road going car can be made dangerous by the brake bias being adjusted by someone without the required skills or equipment. I had some roll pins that I drilled and fitted. This is a bit of a grey area but I was happy that the brake bias couldn't be adjusted and I wasn't planning on messing around with it as it was set up well.

The last thing I really needed to fit was some compliant seats. I still hadn't found any compliant ones that I liked, but time was running a bit short.

I found some lovely MGA Metro seats on EBay that were reasonably priced so after I won the auction I went off to collect them.

They were much wider than the other seats I had previously fitted but I did manage to fit them using the same fixing holes and some 6mm thick 4 inch squared steel load spreader washers that are recommended in the IVA manual.

How nice are they!

I had a few days left when I went round to check the lights and their height when it comes to the regulations. Owing to the Hawk settling the reverse and fog lights were too low. I searched round and managed to find some e marked lights that were slightly thinner 65mm as opposed to 85 mm. This extra 20mm or rather the lack of it made the difference. I gave the Hawk another once over and made sure that the fuel tank was full as it is a requirement of the IVA to turn up with a full tank to verify the total weight of the car against the design weights. (I even found a garage around the corner from the IVA test centre so I could fill up on the way there).
The night before the test, I packed some tools, insulation tape, cable ties, spare bulbs and other bits and bobs and I was ready to go. I also checked that I had all my paperwork ready to go which included the invitation letter and copy of insurance certificate just in case I got pulled over.

My test was scheduled for 8:00am so I planned to be on my way for 5:30 as it was a 70 mile journey and I wanted to leave some time just in case I broke down. Just my luck it was minus 8.5 and flippin freezing. Can't say that it was the most enjoyable journey to the test centre but the Hawk was very well behaved and we arrived with a full tank of fuel with an hour or so to spare.
The chap who did my test was very thorough. I made things easier by having all of the paperwork well organised and was able to supply all of the back up info required such as proof of the engine age (an email from Ford technical in the US, I also had my engine build book with an explanation of the date codes as back up but this wasn't needed), certs for the fuel and brake hoses used for the build, cert for immobilser installation and photos of the difficult to access areas such as the engine casting number and SVA seatbelt frame. I had all of my receipts with me and a copy of the build log in paper form just in case.

I was happy with how things were going but there were a couple of minor issues that weren't going to enable me to pass. The only thing that made it slightly better and easier to stomach was that they were two things that I didn't know about. First failure point was that the washer bottle was too small and needed to have a minimum capacity of 1 litre and secondly was that the rear fog lights could be switched on with only the side lights on. The test continued and the tester was very complimentary of the Hawk and the quality of the build. It had been some time since the last Hawk that he'd tested.

The tester took it around the car park to test the self centering of the steering wheel (I thought and it sounded as if he was checking the acceleration!) and to check the rear mirrors visual scope. He carried out the noise test which was well within the requirements. All in all, bar the couple of issues everything was fine. As there were only a couple of minor issues I was able to go back within 5 working days for a free retest. I sorted out a new washer bottle and liaised with Gerry and Martin, the loom manufacturer, for the required fix to the electrics. It turned out to be quite simple to resolve, and went back for the retest. At the retest, the only things that needed to be retested were the things that I failed on first time around so I was there for less than 15 minutes and I left with a pass and an IAC certificate!!!

I'd already ordered and filled out the forms that I needed from the DVLA to apply for the V5.
The forms needed are the V627/1 which can be downloaded from the DVLA
http://www.direct.gov.uk/prod_consum_dg/groups/dg_digitalassets/@dg/@en/@motor/documents/digitalasset/dg_065268.pdf
and the V55/5 which can be ordered on line from the DVLA along with an idiots guide on how to fill it out.
http://www.dft.gov.uk/dvla/onlineservices/order_forms.aspx?ext=dg

I took the completed forms to the local DVLA office together with £205 for 12 months road tax and £55 for a first registration. I also needed to take the Donor car V5, certificate of insurance, receipts for the donor car, engine, transmission and kit components. I also took photos of the build which turned out to be valuable evidence together with the build log that I had actually built the car.

I now just had to wait for the V5 and bits to come through the post, time for a glass of Verve Clicquot me thinks!