

My IVA Experience by John Summers, 2010 ²⁷⁻⁰²⁻¹¹

Test station VOSA Avonmouth, Bristol

Tester Howard Shepherd

I have listed what I can remember starting at the front of the car and working backwards. I did think of listing my thoughts in the same order as the clauses in the manual but thought that was a step too far! This is based on my experience only, VOSA at Bristol are very helpful and straightforward to deal with. If in doubt check the Regs the things I failed on were clear in the Regs it's just a question of experience. When asked Mr Shepherd did tell me he had never passed a kit car first time, so just be prepared to spend a further £90, if you've got this far a further £90 is nothing!

Here we go, try not to get bored.

Fog lights, look at the simple table in the Regs describing the correct operation with the normal lights and follow it. This is one of the few compulsory switch signs that must be displayed. The other compulsory signs are a brake symbol for the brake warning light and a rear fog light symbol.

Despite what you may hear or read check the Regs these are all that's needed:

Cover lower suspension arm with U shaped stainless cover as SVA

Cover all front facing nuts and bolts with "sharp" edges with nut covers.

Wire wheels are fine, use old octagonal nuts with all radii increased.

Do not fit wind deflectors; they can fail on the edges of the "glass", the type of glass and possibly on the edges of the brackets.

If you have a BS approved windscreen panic now as you only have a concession to use these until April, after that it must be EN approved.

I used the old type bonnet catches (not SVA approved) and covered the tongue with tight fitting hose.

Side repeaters, the reason for my third (yes third) test. In the end the only viable solution was to fit a plate under the front indicators and fit to that rear facing lights. I used some old A35 sidelights that were lurking in my garage with Quality Street orange wrappers on the bulbs. I cannot think of any other way of meeting both the horizontal and more especially the vertical plane viewing requirements.

Steering wheel: Finish any sharp edges, cover any slots or holes, I used mild steel plates and double sided tape covered with leather. Fit a collapsible steering boss, mine was from Europa and with a homemade adaptor plate fitted to my Mounsey wheel.

I fitted D shape rubber to the lower edge of my home made Dashboard and reduced the length of the Wiper switch lever to 9mm, the other non standard switches were ok. They are all mounted on a plate on the back of the dash with a suitable pocket in the dash.

Wing-mirrors, ok on viewing angles, to cover sharp forward facing edge disassemble mirror and cover edge with PVC tape. Also reduce length of fixing screw so it does not protrude and cover hex head of fixing screw with a nut cover.

Hose to servo has to carry the correct approval marks.

Brake fluid label close to fluid reservoir.

VIN plate must be on Driver's side.

Fit a Thatcham approved 2circuit immobiliser, I fitted mine in the fuel pump supply circuit and the coil LT circuit then paid a nice man to approve it (the approval turned out to be unnecessary, not sure why).

Head restraints, fabricate an L shaped aluminium bracket to fit under the standard seat belt guide then find some scrap headrests to fit to the bracket, mine came off a scrap 3 series BMW. You must get the positioning

correct so read the Regs carefully. Keep the bracket reasonably thin so that the pin on the seat belt guide still goes through the hole in the seat plate and stops the assembly rotating.

Ensure you seat belt inertial reels are well secured and cannot rotate on the single bolt fixing.

In wiring my vehicle I used the traditional bullet connectors, these were frowned upon as being unreliable and liable to corrode. I removed them all and soldered and sleeved all the connections which I must admit is a lot tidier.

On my Dashboard I made a wiring loom and used a series of plug and sockets to connect to the main loom so the complete dash can be easily removed if necessary.

Change the rear brake cylinders to Midget type, the brake test was fine.

I hope this helps somebody, if you need any further advice (useful or otherwise) e-mail wuejohn@hotmail.com phone 01453 843245 evenings and weekends.

I am now in the process of obtaining registration; sometimes you have to wonder why you started!

John