



National Street Rod Association

State of the Nation

Membership

The NSRA organises two of the UK's largest Hot rod show weekends, two Auto parts Swop Meets, and in conjunction with Santa Pod Raceway, two Nostalgia Hot Rod and drag racing weekends

Membership is open to ANYONE & EVERYONE – all we require is that you have an interest in Rods and Customs.

We have overseas members and the club magazine sent out Bi-monthly, the 'Gasser' is also sent to a few complimentary recipients

Registration

New Rods are still being built to go through IVA although it is hard to build a traditional hot rod.

To be MOT exempt they must be original built and over 30 years old.

Further notes follow

Insurance

Majority of club cars are insured through our sponsored insurance company 'Classicline' which gives the club a percentage of policy charges

Events

The Club will be holding the 'NSRA SuperNationals' in August this year to commemorate the club's 50th Anniversary

IVA- a SHORT guide.

Because we have a great tradition for building our own cars here in the UK, and because a large number of people were involved in industries that revolve around this from Kit Car manufacturers to after-market parts suppliers the UK government decided to introduce a scheme to allow home built projects to be registered and allowed onto the roads. This took the form of SVA (Single Vehicle Approval) from 1987 to 2013 and the IVA (Individual Vehicle Approval) from 2013 onwards.

The rules for this are like anything bureaucratic complicated and to explain it all would take many pages, if not a book. So here is a short version.

8 Point rule. First there had to be a decision on when a vehicle is a new one or an old one that's been modified, so to that end a points system was created and brought in at the same time as SVA. The various parts of any vehicle are given points:-

- 5 Points: Chassis, monocoque body shell (body and chassis as one unit) or frame - original or new and unmodified (direct from manufacturer).
- 2 Points: Original suspension (front and rear).
- 2 Points: Original axles (both).
- 2 Points: Original transmission.
- 2 Points: Original steering assembly.

Note: this does not apply to Motorbikes, Three wheelers and Quadbikes, they have their own rules.

If you change too many things and it all adds up to less than 8 points or modify that chassis then you need to look to re-register. First part of that is the SVA now IVA test. For this you need to build to include all the safety features and requirements laid down in a set of 'Test manuals'. These are classed according to vehicle types. M1 for Passenger vehicles, N1 for light commercial and N2 for heavier commercial.

These manuals cover construction method, compliance of required equipment such as seat belts tyres and positions for such as lights, indicators, and mirrors, plus safety measures such as sharp edges and glass compliance. This can cause more than a few headaches if you've modified a car and need to retest as your original car may not have originally been fitted with seat belts at all and your glass is very unlikely to be compliant. Currently glass must meet E43R and be laminate windscreen and toughened sides and rear.

Once you've carried out your modifications and upgrades a test is booked at one of a set of specific test stations where documentation is checked, and certificates provided to prove the parts used are up to the required level. I should add when booking this test checks are also made to satisfy UK Gov authorities that the vehicle was actually built by the applicant and that you are applying for the right type of test. Note: this scheme is only open to limited production numbers and is not an option for major manufacturers, so Ford, Fiat and BMW cannot build one off specials and use IVA to register them.

Compliance in this test isn't too demanding really, it's more a matter of good engineering skills, careful thought, and the use of the right parts in the right places. Difficulties can and do arise out

of those things a home builder can't easily test such as brake balance and emissions. More on that later.

Once passed your vehicle is given a pass certificate and an application made for the registration document and a number issued. These take the form of a Q reg formatted in the old UK style of Letter-3 numbers-3 letters so Q123 ABC for instance. There is a method for having an 'Age-related plate' and in this you must provide evidence that you used two components from a previously registered vehicle and have proof of that. This usually takes the form of say engine number that matches an original registration document and photos of you stripping these parts out. You do not keep that old registration, but if that car was say an E reg when split a new reg is issued but beginning with the same E year code instead of a Q.

So what if you're building from parts only as opposed to modifying an old car? Well this is much the same for kit car or street rod builder, the facts are the same. Your new chassis will need a VIN number (Vehicle Identity Number). It is possible to create your own but the safest way is to request one is issued to you by the DVLA (UK licencing authority). This must be stamped permanently on the chassis in an easily viewed place. This is inspected during the test. Kit car manufacturers have usually already done this in the factory.

Next you assemble all your parts and engineer them into your design again looking to the M1, N1... manuals to ensure you comply, much the same as above. Again, at the end after the same IVA test you can get an age-related plate or a Q depending on how you apply and what evidence is provided. It's all a matter of careful planning.

Biggest headaches are the following.

Seatbelts: If your car was never designed to have these adding them in at the right heights and with enough strength can be a little difficult.

Glass: As said if you are modifying an existing car or building to a specific old design such as a 34 Ford, glass in E43R spec' doesn't come off the shelf and will need to be made for you (With proof of manufacture).

Emissions: If you're using an old engine you must get documentary evidence of this engine's date of manufacture, for instance if it's a 1976 engine it's tested to 1976 standards, otherwise you will need to comply with this year's emissions standards.

Brake balance: Can be difficult. The vehicle is checked for axle weights and must be close to those submitted on the application. Then during testing both rolling road and dynamic testing is carried out to check brakes are up to requirements on both axles. As it's unlikely you've road tested your car before this test it can be a gamble as to how it will perform. I might add I'm speaking from personal experience here, two failures at £90 a time... Ouch!

Well that is a short version and I didn't even talk about IVA for imported vehicles and vehicles built from various component (Restorations) as these are not specific to Street Rodding and car building.

UK government are quite helpful in this field. A quick 'Google' of UK. Gov IVA brings up a number of links, and the manuals are free to download.

<https://www.gov.uk/government/publications/guide-to-the-individual-vehicle-approval-iva-scheme>