

## Muffin's Chassis - The Bad News:

Well it would appear that I was a bit premature with how I wanted to rebuild and turn Muffin into my ideal NG TA.

Somewhat late in the day I know, but having spent some considerable time on the internet researching the legal aspects of chassis modifications it appears that to retain Muffin's Historic Vehicle Status I cannot modify the chassis, but, assuming I interpreted the rules correctly, I can change the chassis for an original factory built one without affecting the status quo.

This effectively means that I cannot weld in the so called 'K' section and reinforced seat belt mountings; nor can I pursue my original plan and extend the chassis to cater for a longer Emma type bonnet, nor fit the bumpers and luggage rack from a 1934 Morris 10/4. Admittedly I could make sub-frames to carry the latter parts but with such a puny basic chassis I have abandoned that modification.

So unless I decide to give up Muffin's Historic Vehicle Status, which I'm not willing to do, then the bonnet length will remain standard TA as will the rest of the car.

As for the chassis I'm sure there is a new replacement somewhere, with the 'K' section, but not the reinforced seat belt mountings as, because we all know, they were never provided on a TA chassis, unfortunately the chance of me finding it is negligible; if you are able to help then please PM me.

Unless anyone knows different, or knows the whereabouts of a **new TA chassis with 'K' section** then Muffin will become a standard restoration using his original chassis. Needless to say this is quite a large blow to moral, but after a few sleepless nights I have almost resigned myself to using the original chassis in its existing format. "That's life as they say."

To summarise, assuming I have interpreted the law correctly, this effectively means that any NG kits, regardless of model, which were made prior to the introduction of IVA compliant chassis are now effectively obsolete unless you **build and comply with the rules for 'Q' plated vehicles**; This also means you cannot accrue any membership years towards Historic Vehicle Status from your original donor vehicle. In fact if you haven't started your kit there's no point in buying a single donor vehicle with V5C and be left with a bodyshell to shift, you might just as well obtain good used parts from a variety of sources/suppliers. Of course if there are any DVLA/DVSA employed members of this Club then I'd be more than happy for you to prove me wrong!

Apart from looking fragile the original chassis was in poor condition but in the event I might have to use it I have carried out some restoration to prevent deterioration; this might of course be wasted effort but other than around 10 hours labour the expense was minimal. The first photo shows the condition after preparation with a knotted wire brush and Poly-Strip abrasives etc. in an angle grinder, the second photo shows the current condition after two coats of Palatine Red Oxide.

Of course professional grit blasting would have been much easier but I didn't fancy spending too much money on an item that may eventually be scrapped. In any event the only really restricted places are the areas round the radiator mounting brackets and these are accessible with a cheap spot blaster.



**Postscript:**

*On 11<sup>th</sup> June 2021 I wrote to the DVLA asking them to confirm, or otherwise, the legality of updating my chassis to IVA status without affecting Muffin's Historical Vehicle Status. At the time of writing it is now six weeks later and I have yet to receive a reply.*