

# NAYLOR CAR CLUB

Please update your membership lists.  
Thank you.

Freda Taylor, 12-04, Suffolk.



## TOOLBOX

From the Federation of British Historic Vehicles Newsletters:-

### DRIVE IT DAY—April 20th

Drive It Day has filled the newspapers and classic vehicle press—what a success. We had so many reports of events from all corners of the country, some with just a couple of cars on a run out for Sunday lunch, to events catering for hundreds of vehicles. Thank you to everyone who took part.

*(In the Eastern Region we joined a party out for a run and lunch—see report. How about some other areas showing our cars on the road. This event is designed to show that the Classic Car scene is alive and well to all the bureaucrats and doubters. Please support it next year—the date is 26th April 2009.*

*Editor)*

## UK LEGISLATION

David Hurley

### PAINT

The latest news from DEFRA is that the licensing scheme to allow the continued sale of 'non-compliant' vehicle refinishing products and domestic paints is unlikely to be introduced before mid-summer. Meanwhile, the DEFRA team is taking seriously the proposal that cellulose and non-compliant coach enamel should be classified as 'special finishes' (which would obviate the need for a licensing scheme as far as vehicle paints are concerned) and, at the time of writing, is planning a meeting with experts from the British Coatings Federation to discuss the details.

This is, of course, good news, but it would be unwise to count those chickens just yet as there are many technical and legal hurdles that the DEFRA team have to negotiate. In closing on this topic, I'd like to pay tribute to the team at DEFRA—whilst being scrupulously correct in following their obligations under the law, they have done everything in their power to support our arguments, first giving strong support to our applications (through FIVA) to the European Commission for a derogation to allow the continued sale of non-compliant products for use on historic vehicles, then ensuring that the UK government would give effect to that derogation, and finally supporting our case that the mechanism for activating the

derogation should be simple. We hope that their political masters will also recognise the merit of our arguments.

It is still expected that regulations setting out the licensing system for the continued supply of non-compliant paints will be published this summer. It is obvious, however, that this is not a priority of DEFRA.

### DAYTIME RUNNING LIGHTS.

The secretary received several calls following recent press reports that Daytime Running Lights were to become mandatory, apparently contradict-