

FBHVC

# news



The Newsletter of the Federation of British Historic Vehicle Clubs

Issue 4 • 2018

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## Editorial

**Geoff Lancaster**

Reflecting on the early Summer months it seems to have been an unusually busy time. No doubt latterly the glorious weather has played its part, but glancing through my diary I am struck by the sheer richness of opportunity we have to celebrate our mobile heritage. The season kicked off at one of our member's, The Shuttleworth Trust, with a visit to one of their Summer evening air shows. These are splendidly British events which somehow contrive to present an informality which belies the precision planning and timing of the events. We increasingly refer to 'mobile heritage' a term which embraces, aviation, steam, and all other forms of powered travel and indeed the Federation within its membership of The Heritage Alliance is a leading actor within a sub group, The Mobile Heritage Action group. The activities at Shuttleworth are a perfect illustration of why lobbying in this broader alliance adds power to our argument for greater recognition. Their collection stems from a family collection of the motorcycles, cars, aeroplanes and other artefacts owned by Richard Shuttleworth, pre-war Brooklands racer, aviation pioneer and record holder, who sadly died serving his country in a Supermarine Spitfire. From this beginning the collection has grown, and the evening air shows present the perfect opportunity to demonstrate them,

for this is no static museum...the planes fly (even the Edwardians!) the motorcycles are ridden and the cars and commercials driven. No quads here to tow the planes to the flight line...vintage tractors! And if you fancy a tour of the whole airfield step onto the open top WW1 bus... its free! Many of you will be familiar with all this as Shuttleworth welcomes the use of the venue by historic vehicle clubs.

I was also fortunate to be invited to the preview of the newly extended and developed RAF Museum at Hendon. It is well worth a visit and also embraces the 'mobile heritage' ethic. There are all sorts of utility vehicles used by the RAF in its 100 year history ranging from staff cars, tugs, the famous Hucks starters which saved many a squaddie from a severed arm, and even armoured vehicles from the famous Silver Ghost armoured car to the SAS Pink Panther. Extending the mobile heritage theme still further there are even examples of RAF Search and Rescue launches used in WW2 to fish pilots out of the 'drink'.

Space constrains any further mention but visits to the world's oldest permanent motorsport venue, Shelsley Walsh and Brittany's closed road hill climb course at St Goueno were rich in sightings of old vehicles doing what they are best at... being driven!

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The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use historic vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both in the UK and (through membership of Fédération Internationale des Véhicules Anciens) in Europe.

There are over 500 subscriber organisations representing a total membership of over 250,000 in addition to individual and trade supporters. Details can be found at [www.fbhvc.co.uk](http://www.fbhvc.co.uk) or sent on application to the secretary.

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# Roadworthiness Testing Where are we now?

**As I write this, we are just over a month into the introduction of entitlement to MOT exemption for most of our vehicles.**

*I had thought about setting out all the steps by which we have got to the position we are now in, but on reflection it is both much simpler, and indeed much better for everyone, if I simply state the current position. I know that there are some of you out there who have been following the development of this process closely and will be keen to ask questions, but I suggest*

*we should all sit back and see how it works out. There is no real reason to think everything will not be fine.*

*Meanwhile Ian sets out a set of Frequently Asked Questions in his section to help members navigate the system as it currently exists.*



## THE LAW

For the vast majority of our members (I will come to HGVs later) the legal position is simple. The Regulations state that **vehicles built over 40 years ago and not substantially changed are exempt from testing.**

This status is not dependent in any way on whether or not a declaration has been made by the keeper to DVLA.

It also has nothing to do with whether or not the vehicle is in the 'historic' tax class.

As there is no examination of vehicles to assess whether they have suffered substantial change, the decision as to whether a vehicle has been substantially changed rests with its keeper.

If you have doubts look at the Guidance referenced by Ian within the FAQs, if necessary consult an expert, ideally one from the Federation's list.

But we think it is a fair rule of thumb that, if you don't think of your vehicle as being much different from its original form, it is not substantially changed.

So if your vehicle was built more than forty years ago, (whenever it was registered), and if you think it is pretty standard with only minor tweaks, then when the validity of its MOT Certificate runs out, you simply do not have to get a new one.

You can of course get a new MOT if you wish, but do remember that there is no real distinction between a voluntary MOT and a compulsory one, and while all the concessions for vehicles of an earlier technology remain in force all current procedural rules as to the consequences of failure will apply.

Obviously, if you know your vehicle has been the subject of substantial change within the past thirty years, even if it was built before 1960 and has previously been exempt from the MOT, it isn't exempt now and you must take the vehicle for a new test.

That's it.

## ADMINISTRATION

Now let us turn to the administration.

DVLA have chosen to administer the system by default rather than individually recording eligibility.

They are also, we understand, using the date of registration shown in their database to trigger their system.

So if a vehicle registered more than forty years ago shows up at the time of relicensing as having no MOT you will

-If you are relicensing at a Post Office be asked to show the counter clerk a signed Form V112 (or V112G) which will enable the clerk to proceed into the licensing process, or

-If you are relicensing online, see a page upon which you are invited to check a box saying the vehicle is exempt from the MOT. If you do not tick the box you will simply not be able to proceed to relicensing.

DVLA do not actually record the presentation of the Form V112 or ticking of the online box, so will not currently have a record of the declaration or of the vehicle status on its database.

You may not be asked to show the Form V112 or tick the box. The two most likely reasons are that

*the vehicle still has some validity of its MOT to go, or*

*although more recently registered the vehicle was in fact built more than forty years ago. This would cover many vehicles with age-related registrations, including those imported into the UK.*

But the important thing to remember is that this doesn't affect the legal position which is as I have set it out above. Your vehicle is exempt (or not if it has been substantially changed) whether or not DVLA asks the question.

## CONSEQUENCES

There are a couple of matters which we think might have to be revisited by DVLA, though in fairness we should not expect a rapid change.

The first is that, as the DVLA don't record the declaration in the database, they cannot show a vehicle as being exempt, for instance on the Vehicle Enquiry Service (VES). But as the assumption made by DVLA, and communicated to the police who enforce MOT non-compliance on their behalf, is that vehicles registered over forty years ago are exempt then it probably does not matter greatly, even if those of us with pre-1960 cars have grown used to seeing the EXEMPT status when we visit the VES.

The second is that as we currently understand it, there may not be a similar assumption in respect of forty year old vehicles with age-related registrations, so these vehicles could be at a risk of incorrect enforcement, though that risk is likely to be vanishingly small. But we will follow this issue up.

## HGV'S

And on roadworthiness testing I must turn to Heavy Goods Vehicles. The first thing to say is that I know there might be a perception our interest is solely with cars and motorcycles. Nothing could be further from the truth. But I think, despite the considerable amount of time Federation people have spent on the subject, we have to acknowledge we have suffered a relative failure.

Firstly, we have always been aware that the people who perhaps stood most to gain from extension of the exemption were the owners of HGVs. They have more issues, vehicle for vehicle, with testing at ATFs with 'old technology' vehicles, and more difficulty with the geographical spread of sites. So we always included HGVs in our submissions to the Government.

It is our understanding that the decision not to exempt post 1960 vehicles was a ministerial one, not resulting from the recommendations of civil servants and thus without the benefit of the arguments we had made.

We think a campaign should be mounted to get a proper understanding into the Minister's office of the numbers and types of vehicles involved and the care taken by enthusiast owners to try to get this decision overturned, though it will inevitably take time.

And my second apology, which relates to timing rather than substance, concerns what happened prior to us achieving complete understanding.

The request from Government to work on the Guidance followed on closely from release of the Government response to the Consultation. Furthermore, the law on Heavy Goods Vehicle testing is contained in a different regulation to most other vehicles.

The Federation worked with Government on a form of words on the Guidance which was quite simply at variance to the actual intentions of Government. While the mists of time do not permit us to be clear whether the erroneous words were introduced by Government or the Federation, we were led into believing post 1960 historic HGVs were to be exempt. It is accepted the Response clearly said otherwise and we failed to notice.

We thus spent quite a lot of time working with some members on the wholly unnecessary exercise of establishing how many of these post 1960 vehicles might have suffered substantial changes. All of us who did so wasted our time and I apologise for that.



# Other Roadworthiness Matters

While I think the bus and coach position has worked out surprisingly well, some specialist vehicles, and steam vehicles, really need more work. might I ask you all to give us time to find out how this settles down before attempting to give a comprehensive and final briefing on the whole matter.

There are still some other matters of uncertainty and lack of clarity (Ian deals with one in his section), but otherwise

## Clean Air Matters

### London ULEZ

I start with some good news. There has been some considerable uncertainty created by various TfL communications on exemptions under the ULEZ. Not least the online "Checker" seemed to be providing incorrect responses and suggesting historic vehicles were not exempt. There was also some doubt as to whether or not exempt vehicles had to be put on a register.

I am now pleased to provide a quotation from a TfL letter dated 22 June.

*I would confirm that vehicles registered with DVLA and taxed in the 'historic vehicle' tax class will be exempt from the London Ultra Low Emission Zone (ULEZ).*

*All vehicles constructed before 1 January 1973 will also be exempt from ULEZ, as they currently are for the London Low Emission Zone (LEZ).*

*Vehicles that meet either of the above criteria and are registered in the UK will be automatically exempt and will not need to register with us, as long as their DVLA records indicate that their vehicle has 'historic vehicle' tax class or was constructed before 1 January 1973.*

I think this sets out the position both clearly and accurately, and members can feel confident that any conflicting advice they might receive is wrong.

### Wales Clean Air Framework

The Federation has responded to a consultation regarding the Welsh Clean Air Framework.

That consultation contains the worrying suggestion that historic vehicles should only be exempt from LEZs if they are not capable of modification to enable them to comply. The Federation is aware that there has been some perhaps unfortunate publicity, including the Jaguar E-Type used at the Royal Wedding, which might suggest that it is both easy and desirable to re-engine historic vehicles.

In its response to the Consultation, the Federation has pointed out that such changes would be cultural vandalism and would destroy the authenticity of the vehicles.

As both the English and Scottish Clean Air frameworks consulted upon start from the assumption that all historic vehicles (defined as being in the 'historic' taxation class) will be exempt, the Federation is hopeful that our submission will be properly taken account of and the proposal modified, but it might be useful for members located in Wales to encourage political support for our position if possible.

### Other Clean Air Zones and Low Emission Zones

It does now look as if we may be at the beginning of a rapid roll-out of local Clean Air or Low Emission Zones and the Federation is working out how to respond to each of them as they arise. Local authorities have different methods of promulgating consultations, some of which assume that only local people need to be made aware of them, so if any member becomes aware of a local consultation is commencing, of which we might not be aware, please do not hesitate to let either Emma or myself know.

We have received a few queries that suggest the exact meaning of the 'Date of first registration' entry on a V5C is not always properly understood. This refers to the date the vehicle in question was first registered onto the current DVLA (ex-DVLC) system. In the vast majority of cases that is the date of first registration anywhere but obviously for an age-related registration on, for example, an imported vehicle it may be many years later than the original first registration. However, it must be understood that for DVLA this is a correct statement and cannot therefore be changed.

A recent announcement from DVLA that last year 34,000 people were penalised for not obtaining a licence for

a vehicle qualifying for nil rate VED is a timely reminder that, regardless of the rate of VED, due, all vehicles must be continuously licensed or on SORN. This of course includes those in the historic tax class and nothing in the new MoT regime has made any change to this. Our thanks to a member club for drawing this announcement to Emma's attention.

We visited DVLA in Swansea in late May for a regular liaison meeting. We were able to meet a new member of staff and understand some slight changes to roles and responsibilities in the Policy area. Some time was spent understanding the operational details of the licensing process for

historic vehicles under the new MoT regime. Bob provides more detail of this in his section. DVLA do understand that there are some outstanding historic vehicle registration issues with which we are not entirely happy, and we continue to work with them in an attempt to find mutually acceptable solutions. Particular cases in point are first registrations of imported vehicles originally supplied abroad in CKD form and instances where a vehicle may have been registered on a 'Q' plate in the past but enough evidence now exists to be able to accurately ascertain the date of manufacture. For those directly affected by these issues I can only ask for patience, we haven't forgotten you and efforts are being made to resolve them. If or when there is any news you will read it here first!

Nothing, it seems, is unaffected by GDPR! In the future if anyone wishes me to pursue a particular problem with DVLA, which I am still very happy to do, I will have to ask for a formal agreement to their information being shared with DVLA. This is necessary for both FBHVC and DVLA. At the time of writing the exact wording of this is still to be finalised but will be sent when appropriate in response to any query.

Over and above the many valid points on the new MoT exemption system that Bob makes elsewhere, there is one procedural detail I would like to draw attention to as I don't believe it appears anywhere in the published guidance. If making a first registration application for a vehicle that qualifies as a VHI a completed and signed V112 form should be included in the document pack sent to DVLA. This should permit the registration without an MoT, although DVLA may still wish the vehicle to be inspected by SGS. We hope the following FAQs will be of assistance in understanding the operational procedures of the new MoT regime.

- 1 **Q.** Do I always have to use a V112 form to declare MoT exemption for a 40 year old vehicle?  
**A.** No. There are two ways to do this. If you are taxing your vehicle at a Post Office you must use a V112 form but there is an online alternative in the DVLA Electronic Vehicle Licensing process.
- 2 **Q.** I tried to tax my vehicle online but I did not see the page for declaring MoT exemption, why is this?  
**A.** This page will not be shown if the vehicle already has an MoT, voluntary or compulsory.
- 3 **Q.** I need to register my vehicle in the historic tax class (zero VED) and wish to declare MoT exemption at the same time. Can I do this online?  
**A.** No. A change of tax class can only be done at a Post Office which in turn means that the MoT exemption declaration must be done with a V112 form.
- 4 **Q.** I have recently imported a vehicle over 40 years old and wish to register it in the UK. How do the new MoT rules affect this procedure?  
**A.** MoT exemption can be claimed by including a completed V112 form in the documents sent to DVLA for the registration.
- 5 **Q.** My car is over 40 years old, is it now exempt from the MoT?  
**A.** All cars, light vans and motorcycles over 40 years old are exempt from MoT unless they have been substantially changed. The situation for trucks and buses is somewhat more complex.
- 6 **Q.** What does 'substantially changed' mean?  
**A.** DfT has published guidance to explain this, it can be found at - [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/670431/vehicles-of-historical-interest-substantial-change-guidance.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/670431/vehicles-of-historical-interest-substantial-change-guidance.pdf)
- 7 **Q.** Does a vehicle have to be registered in the historic tax class to qualify for MoT exemption?  
**A.** No. Being registered in the historic tax class is not a requirement for MoT exemption. However as both reference 40 years old most MoT exempt vehicles are likely to be in the historic tax class.
- 8 **Q.** My vehicle does not qualify for MoT exemption because it has been substantially changed, does this mean it can no longer be taxed in the zero VED historic tax class?  
**A.** No. There is no direct link between the historic tax class and MoT exemption.
- 9 **Q.** Do I have to declare that my vehicle is exempt from MoT or is it automatic?  
**A.** MoT exemption is automatic, administratively it must be claimed each time to permit the vehicle to be taxed.
- 10 **Q.** My vehicle will now be MoT exempt but has an MoT which will be valid beyond the next taxation date. How do I declare exemption?  
**A.** It is not necessary to renew the MoT and exemption can be claimed the next time it is taxed.

# Get your entries in for some great rallies



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We really are in the High Season for events now. The HRCR Scenic Tours, events from Bespoke Events, the Endurance Rally Association, HERO and Rallyround UK are really tempting us out to play. So – no excuses but, as always, don't leave it too late otherwise you won't get an entry on most of these events; they really are popular!

For other competitive Historic Rally Car Register events please see here - <https://www.hrcr.co.uk/events/>. The variety of events available throughout the year is almost boundless. But again, don't delay, entries fill up very quickly these days.

Recently I competed on the Irish Racing Green's Shamrock Vintage Challenge with Irvine Laidlaw in his 1935 BMW 319/1. This was the first offering of this new event in southern Eire and a real delight it was too. Definitely one to put on your calendar for 2019 where the dates of 11 – 16 May have been promised. Have a look here - <http://irishracinggreen.ie/shamrock/> if you are interested. We managed to end up 2nd Overall with top spot on the podium lost due to being held up by a tractor for 42 seconds. C'est la vie!

Even more recently, on HERO's Classic Marathon in Greece, I accompanied Tim Lawrence in his MGA Twin Cam. Unfortunately we had a DNF after the O/S front suspension collapsed early on the penultimate day. A tough event

as expected but in my opinion some of the roads were too rough and too tight for the average speeds set on the Regularities so it turned out to be a 'Power' event. It will be interesting to see the entry list for the next Marathon in 2020.

Now if you fancy something REALLY different have a look at these two events - THE SLARTIBARTFAST RALLY 2019 here - <http://bespokerallies.com/slartibartfast-rally-2019/> and, even more different, The Great British Brexit Rally here - <http://www.gbbr.co.uk/>. Both of these events show what can be done with a little imagination; well done Bespoke Road Rallies Ltd.

ERA's calendar here - <http://www.endurorally.com/pages/coming-rally-events> has a plethora of fascinating destinations as does Rally Round UK's offerings here - <https://www.rallyround.co.uk/save-the-date/>. I wish I had the time and money to sample a few of these! Is anyone looking for a navigator?

Following on from my mention in the last edition of our Newsletter - don't forget our home-grown FIVA World Rally 2018, a non-competitive Scenic Tour that will take place during late August/early September in mid-Wales.

Based at the Metropole Hotel, Llandrindod Wells, this event is a 4-day scenic tour around some of the best Welsh roads and scenery available and is being organised by the Scenic Car Tours UK Club under the leadership of Paul Loveridge.

This is definitely an event to be recommended. Please see here - <http://sceniccartoursuk.co.uk/events/fivaworldrally2018/> and here - <http://sceniccartoursuk.co.uk/events/fivaworldrally2018/fiva-world-rally-2018-itinerary/> for event details and here - <http://entries.sceniccartoursuk.co.uk/fiva-world-rally-2018-entry-form/> to enter this first FIVA World Rally in the UK. Don't miss it, you won't be disappointed; I'll see you there.



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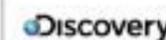
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## UNESCO and FIVA

At the beginning of the year the 1st Newsletter mentioned that the Fédération Internationale des Véhicules Anciens (FIVA) press releases are being endorsed as 'FIVA a non-governmental partner of UNESCO'. I thought a few words on who and why might be illuminating.

FIVA is organised into several commissions, for example the Events one is led by our Tony Davies.

I sit on the Culture Commission, which is amongst other things responsible for the Charter of Turin. This document is used as a basic building block in our discussions with UNESCO. These are led by my fellow CC member Rony Karam pictured below at the Rétromobile Paris event earlier this year when he arranged for and escorted the UNESCO President Conseil Executif, Mr Lee Byong-Hyun and his wife around the magnificent exhibition.

Rony works hard to continue to build the relationship. So why do we do it?

Both FIVA and the FBHVC believe that in a future of low emissions with Electric and Hybrid vehicles coming to the fore, our movement benefits from a strong association with the general heritage movement. Internationally this is represented by UNESCO and within the UK by The Heritage Alliance.



L-R Rony Karam, Patrick Rollet FIVA President, David Whale, Mr Lee Byong-Hyun UNESCO President Conseil Executif and his wife

## The Heritage Alliance and the FBHVC

We have a good relationship with The Heritage Alliance (THA), including Loyd Grossman being a guest speaker at a recent AGM Conference. In the front line is the very dynamic CEO, Lizzie Glitheroe-West who is very familiar with the government organisation, particularly the Department for Culture Media & Sport. THA are superb at lobbying for the interests of the heritage movement. The 100+ organisations which make up the alliance, include the National Trust whose membership is more than 10 times larger than the largest political party. Little wonder that THA's Heritage Day event, held in November each year always get a government minister as speaker.

In order to strengthen this relationship, we have been fortunate that Doctor Roger King has volunteered to join the team as Heritage Manager with a brief to focus on how we can do more with THA.

Roger, a former dentist, is a long-term vehicle enthusiast with a splendid garage/workshop but more importantly the organisational and craft skills to have restored a Mini Cooper, a Land Rover and a Ford Mustang all of which required significant bodywork repair or replacement, which he undertook himself. Indeed, Roger likens dentistry to repairing/replacing metalwork, remarking that Mig welders have made life much easier. Somehow the thought of a dentist wielding a Mig welder definitely adds to the fear factor!

Roger's latest project is a one owner Jaguar XK120 imported from the USA which has a high degree patina from standing in the sun.

Looks easy compared to replacing the Mustang's floorpan and other body sections!

I really welcome Roger and look forward to us working together on strengthening the historic vehicle and heritage movement relationship.



The Heritage Alliance



# 25 Year Celebration For Museum Stalwart



A car enthusiast who started off his career as a 16 year old helping out with odd jobs at a popular Cumbrian tourist attraction will celebrate a quarter of a century with the company this July.

During his time at the Lakeland Motor Museum, Chris Lowe has appeared on TV shows including Salvage Hunters and BBC Countryfile with John Craven. He has also seen the Museum scoop the accolade of 'Best Small Visitor Attraction' from VisitEngland and was personally awarded a national award by Deaf Blind UK for his customer service.

Chris has gradually worked his way up the ranks at the Museum, continuing to juggle a part-time job throughout his A-levels and a degree in Automotive Engineering, before being offered a full-time role in 1997. The 41 year old, who lives in Grange-over-Sands was then appointed Operations Manager in 2013.

Chris Lowe says, "Some people go to work just to earn money, but I can genuinely say it's a vocation for me. Growing up, one of our neighbours owned a Jaguar XK 120 which I found really fascinating, so from that point on, I had an inkling that this could be the path I would take.

"No two days in this job are the same. Sometimes I might

be tracking down a new exhibit, sometimes creating a new display, and other days I'll be cleaning, doing general maintenance jobs and speaking to visitors.

*Some people go to work just to earn money, but I can genuinely say it's a vocation for me.*

"The Museum has seen massive changes over the past 25 years, not least the fact that we are now open 364 days of the year and welcome more than 80,000 visitors every year. It makes me genuinely proud to be part of a business which has grown into a nationally-recognised heritage site and attracts people to Cumbria from across the country."

Recently named as Britain's best classic car destination, it's a double celebration for the Backbarrow-based attraction, which is also marking its Ruby Anniversary this year.

[www.lakelandmotormuseum.co.uk](http://www.lakelandmotormuseum.co.uk)

# Trailblazer Apprenticeship Success

Two months ago, we received the news that the Heritage Engineering Apprenticeship scheme we have been working on for over a year had been allocated a funding band of £21,000 by the Institute of Apprenticeships. With the scheme costing around £30,000 to deliver we were hoping for the top band funding which is £27,000. The difference between the funding and the delivery cost has to be paid by the employer on top of paying the apprentice salary and travel costs. At the lower funding band we knew this would not make the course financially viable with most employers being small businesses. We therefore appealed the decision and I am very pleased to confirm that the appeal was successful and we have been allocated a funding band of £26,000.

Although not £27,000 we have accepted the decision and we are now confident that with this funding level the Heritage Engineering Apprenticeship will be successful in attracting both employers and apprentices.

Over the last six months the level of interest in the course has been tremendous and the Heritage Skills Academy that has been running the course from our dedicated facility at Bicester Heritage has seen significant growth in numbers of employers coming forward and particularly the number of people wanting to do this apprenticeship and make a career in classic vehicles.

The course is block release, based at Bicester and by the end of the year there should be at least 30 apprentices being trained in this new standard. The news about the funding could now accelerate that growth but it also gives us all the confidence to expand the facility when the numbers increase and we need more room. To date we are well ahead of our 3 year plan and that has also allowed time to look at specialist skills that have not been included so far in the training.

Coachbuilding and trim are two areas of skill that we keep getting asked about and are presently not available as part of the apprenticeship but that may now change. This specialisation is covered in the apprenticeship standard and is covered by the funding if there is sufficient interest to be able to run a course which ideally would be for 10 apprentices.

Having the facility at Bicester Heritage has been a big boost in getting people to know about the apprenticeship course, but also to find out about the other courses that are available from the Heritage Skills Academy. The courses for English Wheel run by Clement and Boggis have already been very successful and Heritage Skills Academy are interested to talk to clubs who would like to organise practical days where the Heritage Skills Academy team can work with club members on specific marques.

If you would like any information on the apprenticeship scheme or short courses, go to the Heritage Skills Academy website [heritageskillsacademy.co.uk](http://heritageskillsacademy.co.uk) or for English Wheeling courses please visit [clementandboggis.co.uk](http://clementandboggis.co.uk)



# GDPR Update

Following our previous two newsletters the GDPR information document was emailed to all nominated contacts on 19 June. We hope you have all taken time to read and digest the information and are making adjustments in your data handling and processing methods.



# Renewals

Many thanks to all Clubs/Associations and Individuals who have renewed their subscriptions for the 2018/2019 period. We hope you continue to enjoy being part of the 'family'. Please don't forget you can reproduce this information in your own publications to keep your members abreast of the current news. All we ask is you state the material is courtesy of the FBHVC.



# Club Expo 2019

Club Expo returns on Saturday 26 January 2019 at the British Motor Museum, Gaydon. More details to follow in a future edition.



## FBHVC News Issue 2 - Apology



We have become aware someone has been upset with the wording used in the Matilda Tank Restoration article in Issue 2. The comments quoted were taken as a slight on the Arts Council. For this we apologise as this was not the intention.

# Financial Controller (Director Designate)



Our Finance Director, Mike Young, has decided to retire after 16 years' service to the Federation and we are now seeking applications from potential candidates who have broad financial and accounting experience.

The role encompasses all aspects of our financial affairs from entering transactions into the book keeping package to completion of VAT returns, monthly management accounts, budgets, project management and liaising with the accountants who undertake an independent review of the figures. We currently use Sage Instant (v24) for the processing and monthly figures in a desk top package but are open minded about changing product and moving to an online package. Our secretary is responsible for the day to day banking and processing of invoices.

Candidates should be fully conversant with GDPR and the requirements for MTDfb for VAT as well as being up to date with current accounting standards (FRS102 and FRS105); a knowledge of corporation tax matters would be an advantage.

The Federation is celebrating its 30th anniversary this year and currently represents 555 historic vehicle clubs plus museums, trade and individual supporters. These organisations have collective membership well in excess of 250,000 enthusiasts. As the umbrella organisation for the historic vehicle movement in the UK and representative of the Fédération Internationale des Véhicules Anciens (FIVA) for our geographical territory it is essential we demonstrate the highest standards in our interactions with government, their agencies and non-governmental organisations.

We continue to develop our range of services to members particularly in terms of research, skills development with the Heritage Engineering Apprenticeship and the developing Mobile Heritage agenda. So, this is an interesting time to join the Federation as we develop alternative funding streams to support these activities. The role reports to the Chairman and the successful candidate would work closely with the existing Board of nine Directors and our Secretary. This is a voluntary role but all out of pocket expenses will be reimbursed.

If you would like to be considered or have questions please contact our Chairman, David Whale, at [chairman@fbhvc.co.uk](mailto:chairman@fbhvc.co.uk)



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## Motocycles



Triumph Motorcycles will run its Moto2™ test bike up the iconic hillclimb at the Goodwood Festival of Speed next month – the first time it will be seen in public in the UK.

Ridden by four-time World Superbike champion Carl Fogarty and two-time Isle of Man TT winner Gary Johnson, this is the perfect opportunity for fans to see the future of the global race series with Triumph set to become exclusive engine supplier to Moto2™ from 2019.

Both riders will also head up the storied Goodwood hill on a pair of classic racing bikes. Supplied by the National Motorcycle Museum, the first will be a Triumph Works 750cc from a batch of just three experimental models built in 1970 and winner of the 24-hour Bol D'Or endurance race in France that same year.

It will feature alongside the ex-Mike Hailwood/Ray Pickrell 1971 works 750cc machine, which was responsible for a number of prominent victories that season, including three wins from six races in the Anglo-American Cup. It also competed at Daytona in the hands of Hailwood, and finished second in both the F750 Isle of Man TT race and UK Superbike series.

All three bikes will go up the hill on Friday, Saturday and Sunday alongside the modern-day Speed Triple RS.

Paul Lilly, General Manager, Triumph Motorcycles UK & Ireland, said: "We're excited for people to see the new Moto2 test bike in action for the first time in the UK. This is the latest chapter in Triumph's long-standing motorsport heritage and to have this bike star alongside the heritage models will be the perfect demonstration of this. We look forward to meeting everyone at the Triumph and National Motorcycle Museum stand across all four days."

For more information and to buy tickets for the Goodwood Festival of Speed: [www.goodwood.com/flagship-events/festival-of-speed/](http://www.goodwood.com/flagship-events/festival-of-speed/).

The Joint Triumph/National Motorcycle Museum "pit garage" & display will be situated in the motorcycle paddock at the event. The museum will also have a separate display in the retail area featuring a number of machines, including our summer raffle 1st prize, a 1969 Royal Enfield Interceptor MKII. You never know you could be the lucky one!

## Triumph Factfile

- First established in 1902, Triumph Motorcycles celebrated 110 years of motorcycle manufacture in 2012. For more than two decades, Triumph Motorcycles has been based in Hinckley, Leicestershire, and has produced iconic bikes that perfectly blend authentic design, character, charisma and performance.

- Building around 67,000 bikes per year, Triumph is the largest British motorcycle manufacturer and has around 700 dealers across the world.

- This focus, innovation & engineering passion has today created a broad range of bikes suited to all motorcycle riders, including the epic Speed Triple, the game changing all new Street Triple 765, the class defining Tiger 800, transcontinental Tiger 1200, iconic Triumph Bonneville family including the stunning Bonneville Bobber, legendary Thruxton, accessible Street Twin, Street Scramble and iconic Bonneville T120 and T100, plus an exciting and accessible A2 range of Triumph motorcycles.

- Triumph currently employs around 2,000 personnel worldwide and has subsidiary operations in the UK, North America, France, Germany, Spain, Italy, Japan, Sweden (Scandinavia), Benelux, Brazil, India and Thailand as well as a network of independent distributors. Triumph has manufacturing facilities in Hinckley, Leicestershire, and Thailand plus CKD facilities in Brazil and India.

- The Triumph Bonneville, famously named to celebrate Triumph's 1956 land speed record on the Bonneville Salt Flats in Utah, USA, was the original British superbike and a race-winner straight out of the crate. Chosen by famous motorcyclists of the past for its legendary handling, style, and character. It's that handling, character and style, married to modern rider-focused technology that makes the new Bonneville family THE authentic modern classic choice today.

- Triumph holds a unique place in the history of the International Six Day Trials as the motorcycle of choice for both the multiple winning British teams and famously Steve McQueen's US ride entry in 1964.

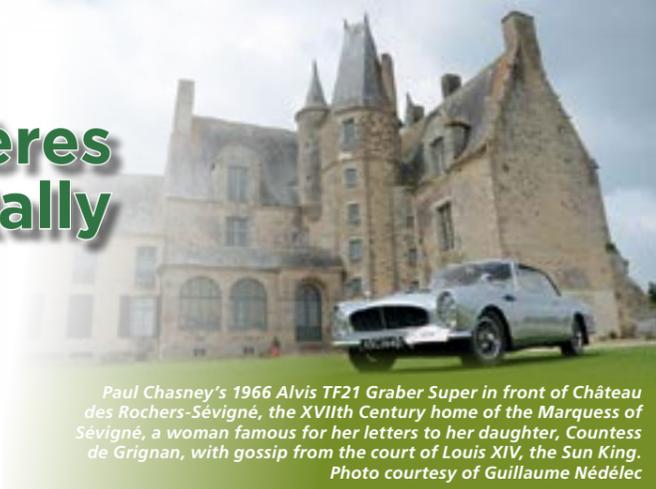
# 24<sup>TH</sup> Pays de Fougères International Rally

The 24th edition of the Pays de Fougères international rally on 25-28 May 2018 brought together 180 crews from a dozen-odd European countries, as well as an entrant all the way from Thailand. For the first time, the rally was chosen by FIVA (the Fédération Internationale des Véhicules Anciens or international federation of historic vehicles) as one of the 10 venues where a FIVA Best Preserved Vehicle award is presented.

At the rally, Englishman Paul Chasney (our very own FBHVC Board member) scooped the FIVA Best Preserved Vehicle award with his remarkable Alvis TF21 Graber Super from 1966, one of the last six bodies made by the famous Swiss coachbuilder Herman Graber. However, the judges (veteran FIVA steward Rainer Hindrischedt and FIVA VP Communications Gautam Sen) were hard-pushed to choose between the Alvis and the superb 1959 Lancia Flaminia saloon of Claude-Michel Perseil, which was the close runner-up.

The annual Pays de Fougères rally, organised every May by the Automobile and Heritage Association of the Pays de Fougères, was – from the start – one of the first events to combine beautiful automobiles of the past with the (often lesser-known) architectural and gastronomic heritage of northwest France. It has always been less about discussing nuts and bolts and valves than discovering the many facets of a rich heritage, both mobile and immobile.

Above all, perhaps, it's a chance to introduce the general public to the intriguing world of historic vehicles, as the cars are exhibited



Paul Chasney's 1966 Alvis TF21 Graber Super in front of Château des Rochers-Sévigné, the XVIIth Century home of the Marquess of Sévigné, a woman famous for her letters to her daughter, Countess de Grignan, with gossip from the court of Louis XIV, the Sun King. Photo courtesy of Guillaume Nédélec

at locations accessible to the public during the three days of the event – this year at Dinard, Granville and Fougères. Meanwhile, the Sunday afternoon of the rally sees each vehicle presented to the public with a detailed but lighthearted account of its history. Free-of-charge to visitors, the aim is to tell the story of each car, reviving happy memories and, it's hoped, awakening the interest of the younger generation in our industrial heritage, in the aesthetics of car design, and in the people and human activities behind it all.

This annual rally always manages to bring together cars that are rarely seen elsewhere. Rare and exclusive marques such as Marauder, Swallow Doretti, HRG, CG and Darracq joined the traditional luxury brands of Bentley, Delage, Delahaye and Rolls-Royce, not to mention thrilling sportscars from Alfa Romeo, Aston Martin, Bugatti and even a Ford GT40, to excite onlookers.

Next year's Pays de Fougères international rally will again be held in the Fougères region, from 17-20 May 2019.

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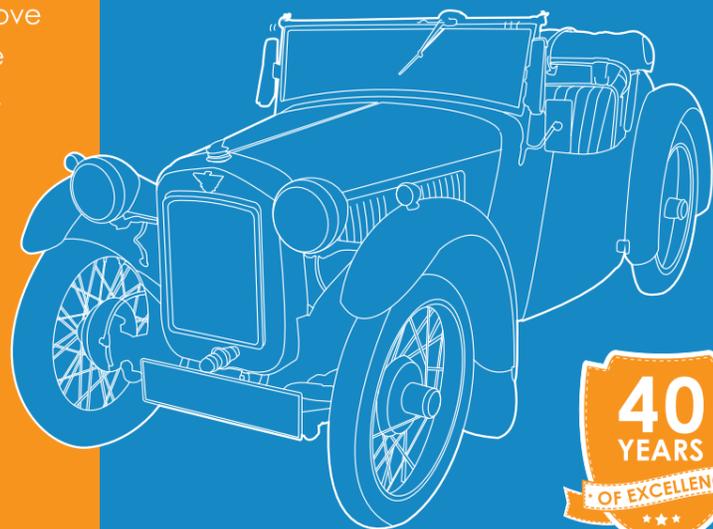
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THE ENGINE'S CHOICE

# Hare & Hounds Classic Vehicle Club Peak & Dales Charity Run

The date was Sunday 17 June 2018 and it was time for the 22nd H&HCVC's Peak & Dales Charity Run. A certain Anders Bilidt and co-driver took part. Anders is the international Editor for a website entitled ViaRETRO ([www.viaretro.com](http://www.viaretro.com)). He wrote a report on the drive and has given his permission through Chris Parr, Secretary & Editor of the Hare & Hounds Classic Vehicle Club for us to reproduce the article. We hope you enjoy the article and photographs.

Few things in life lead to a greater sensation of pure joy and inner peace than a relaxed drive in a classic car along undulating back roads through breath-taking scenery.

Admitted, I attend quite a few of your typical park-in-a-field classic car shows throughout the summer. I quite enjoy them too, as I am unfortunately thoroughly insatiable when it comes to looking at and not least dreaming about a wide variety of classic cars. As such, I find it quite pleasurable strolling through some random field or across a well-kept lawn, admiring rows and rows of classic cars in all shapes and sizes. However, it just can't compete with sitting at the controls of a classic and actually using it for what it has always been intended for: Driving!

This last Sunday, my very good friend, Paul Hill, dropped by for a weekend of sitting in the garage with a cup of coffee, telling stories of classic cars and not least taking part in the Peaks & Dales Charity Run organised by The Hare & Hounds Classic Vehicle Club.

From about 8am on the Sunday morning, classic car owners started to assemble at the Memorial Park in Marple just a stoness through west of the picturesque Peak District. Just over 100 classic cars took part in this year's leisurely tulip rally – the 22nd in H&HCVC history. We arrived early enough for bacon butty and tea while attaching the mandatory rally plate to the front on my NullZwei and admiring the other stunning classics preparing for the day's cross-country drive.

I was particularly drawn in by the fabulous 1935 Alvis Silver Eagle of Mike Littlewood. My interest in pre-war vintage machinery has increased exponentially in recent years, and to me these early Alvis's sum up everything that's enticing about these pioneers of early performance cars. To drive an event like this – or longer still! – in something like a pre-war Alvis, Big Bentley, Delage, Hispano-Suiza or perhaps a Vauxhall from before the GM take-over in 1925, is simply a dream which I must fulfil some day.

In stark contrast, a small Hillman Imp in a colour which no manufacturer would ever dare to offer in this day and age is equally guaranteed to make me smile. Just as the red 1981

Triumph TR7 did – even more so as it was kitted out to within an inch of its life with a proper eighties go-faster spoiler and sideskirt kit. It perfectly epitomised that era... The rare Mazda RX-3 looked downright sexy, sounded even better and displayed its delicious patina with pride. It also reminded me of just how much I'm looking forward to Claus bringing our recently purchased Mazda RX-7 Elford Turbo to the UK!

At 9am the oldest car participating was flagged off onto the route, followed in chronological order by the rest of the field with one minute intervals. There's no competition element to the drive, so with drivers deciding on their own pace, small groups of cars were quickly formed as we headed towards Chapel-en-le-Frith. From there the tulip book guided us along narrow and twisty B-roads through beautiful countryside with several steep climbs and descends. As we got closer to Bakewell, most of us stopped for a short break at the top of the long 18% incline to Monsal View with stunning views over River Wye and the Monsal Trail. As we pulled into the parking area, the oldest car on the run – a Ford Model T flatbed truck from 1915 owned by Arthur Dewberry – was equally catching its breath after stubbornly fighting its way to the top of the hill, with the gravity feed carburettor reportedly struggling somewhat towards the end of the steep incline.

After taking in the many excellent details of the 103-year-old Ford, we entertained ourselves by watching the rest of the field make their way to the top



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of Monsal View. A deep V8 burble from a trio of Triumph Stag's sounded awesome as did the characteristic beat of a Porsche flat-6 reverberating through the valley below.

Soon enough we continued largely southbound via engaging backlane roads towards Youlgreave and down to the planned lunchbreak at the heritage railway station in Wirksworth. This is the headquarters for the 9-mile Ecclesbourne Valley Railway. Dating back approximately 150 years, the station reopened 16 years ago and the line slowly expanded from there. Today there are both a limited number of scheduled departures as well as special events using various heritage trains – mostly diesel from the fifties but in recent years also adding a few earlier steam trains to the fleet. Our lunch was purchased out of an old carriage and the atmosphere enjoyed to the most as we consumed it sitting on one of the old platforms.

This break was of course also yet another welcome opportunity to gawk over the wonderful classics which were parked up just outside the railway fence. A second pre-war Alvis intrigued for a while, but it was Peter Slater's amazingly well-restored 1987 first-generation Honda CRX 1.6i-16 which utterly blew me away! Peter had spent a full four years restoring his little Nippon coupé to perfection. A true labour of love with parts being bought from all around the world. And the result was accordingly fantastic. This little eighties 16 valve screamer was truly a gem, and when did you last see one?

We departed Wirksworth in a westerly direction with our tulip book leading us along remote single lane country roads embraced by those charmingly British drystone walls. The route offered both picturesque scenery and quant little villages. This is what owning a classic car is all about. Driving it as it was intended, on engaging B-roads far away from congested cities and mind-numbing highways. At one with your motor car – your every sense tingling from the experience. This is where we find happiness.

We drove through Longnor and from the south into the old spa town of Buxton where our 72-mile Peaks & Dales Run came to an end. The organisers from H&HCVC marshalled us all into the beautiful Gardens within the town centre where our classics were left on display for a couple of hours. It was a last opportunity to chat with other participants while we wandered up to the Pavilion for refreshments.

Paul and I quickly agreed that it had simply been an excellent day out. Mental note to self: Really must sacrifice a few of those park-in-a-field classic car shows in favour of participating in more driving events with my classics...



## PRESERVATIONIST OF THE YEAR



The Association of Rootes Car Clubs and the Rootes Archive Centre Trust have been jointly awarded the Preservationist of the Year accolade by The Transport Trust for the work they have done in preserving the engineering archive of the Rootes Group.

The Trust awards its premier trophy to an individual or group who have made an outstanding contribution to the cause of transport heritage preservation in a specific year, or which has culminated in a specific year. The winner holds, for a year, a silver model of SS Great Britain, since the award was inspired by the achievement of Sir Jack Hayward in returning the vessel from the Falklands to Bristol.

The award was presented by HRH Prince Michael of Kent during the prestigious awards ceremony at the Brooklands Motor Museum on 4th June 2018.



ARCC Chairman James Spencer and Trustees Matt Ollman and Andy Bye receiving the award from HRH Prince Michael of Kent.

The Transport Trust is Britain's only charity dedicated to the preservation of all modes of transport and its infrastructure.

Together the Association of Rootes Car Clubs and the Rootes Archive Centre Trust have worked tirelessly to both preserve the archive material they saved from destruction but also to fund raise for their own building in which to house the archive. This building was officially opened by members of the Rootes family on 22nd April 2018 and is situated in Wroxtton near Banbury.

Speaking at the Awards ceremony the Associations Chairman James Spencer said "this has been a long journey since we got the call in 2002 asking if we wanted to save 300,000 Rootes engineering drawings from the skip. Everyone has been committed to preserving this key part of the Rootes Group and I would like to thank everyone who has been involved over the years or who have donated to our building fund."

The Archive which also contains a fantastic array of Rootes artefacts is open to the public on the 1st Sunday of every month and full details can be found on their website: [www.rootesarchive.org](http://www.rootesarchive.org)

It is encouraging to note that a majority of club editors have given excellent coverage of the results of the recent Federation interactions with DVLA and DfT together with explanations of the implications of the Data Protection legislation.

Two other topics received extensive coverage – postage and printing costs and the acceptance of the E-mail magazine. All clubs are concerned about costs and as we are reaching the point where printing costs look like being overtaken by postage charges the concept of electronic communications begins to look more attractive.

There are limitations, however, a significant percentage of enthusiasts are not 'on-line' or have inadequate internet access and there is a strong preference for 'hard copy' as opposed to reading off the screen. This is a topic which will run and run...

The **H & H Magazine** tells us that the 'Joy' pedal cars built at the Austin factory in Bargoed turned out some 16,981 cars between 1955 and 1971. I wonder how many have survived?

There is an article in the **Club Peugeot Magazine** on the delights of multi function keys and immobilisers. It is well worth remembering that such devices have been around for some time now and vehicles now eligible for classic events may now be so equipped.

Some useful tips for identifying magneto problems are covered in an article in the **Rapier Register News**.

Another way to pass the time at autojumbles is suggested in the **Scottish Austin Seven Club Magazine**. Illustrations of Austin Seven tool kits give you all the information you need to assemble your very own....

The cover of the **Bristol Austin Seven Club** magazine has a photograph of a 1919 Austin tractor. How many more survive? Inside the magazine is an article on an Austin Seven powered motor boat and the rescue of Jack French's garage/workshop from demolition and its reconstruction at the Atwell Wilson Museum.

There is an update on the fate of the Ford Scrappage Scheme Standard in the **Standard Review**. The car is currently on display in the Dundee Museum of Transport.

The magazine of the **Norton Owners' Club** has a well illustrated article on desmodronics.

The **Boston Classic Car Club** news tells us that the difference between a new husband a new dog is that after a year, the dog is still pleased to see you.

The magazine of the **Model T Ford Register** tells us that Kidde fire extinguishers of type 134 manufactured between 1973 and 2017 are being recalled. The magazine also has the first instalment of an article on trembler coils.

Whilst on the subject of fire extinguishers, there is an advert in the **Devon Vintage Car Club** magazine for the 'Extingo' fire extinguisher... bear in mind that this did appear in the April issue.

The **Imp Club** magazine gives us some useful guidelines on what it costs to put on a 'National Rally'.

Congratulations to the **Jowett Car Club** on the award for 'The best live working on vehicles' display at the NEC Classic Car Restoration Show and to Drummond Black for the 2018 Lifetime achievement award.

There is an article in **NECPWA News** on the development of the Series A engine as used in the 'Spridgets'.

The **Swansea Historic Vehicle Register** gives us the story behind the Association of Rootes Car Clubs to provide a suitable home for the company's archives.

The **Armstrong Siddeley Magazine** tells us that the Mk 1 346 'Sapphire' which at the time was owned by the principal private secretary to Ernest Marples, was tested in 1959 with a view to setting the parameters for the MOT which was introduced in 1960.

A useful little tip when sawing a square end on fuel and oil pipes is illustrated in the **BSA Owners' Club** magazine.

There is a useful illustrated article on 'Girdraulic' forks in the journal of the **Vincent HRD Owners' Club**. The same magazine has a thought-provoking article on property valuations and insurance premiums.

The **Austin Ten Drivers' Club** magazine outlines the application of GDPR (General Data Protection Regulations) very concisely for us.

For something just that bit different, the

**VSCC** brings the Boulogne Bicycle Rally – held at the end of May each year – to our attention.

That splendid publication from the **Road Roller Association** has a brief article on a French postcard which featured a road roller as part of the background. The author has established that the roller is a French 'Salmson' undertype. Do any of these rather odd-looking machines survive?

The **Morgan Three Wheeler Club** bulletin has an article outlining the dangers of cadmium. You are likely to encounter cadmium when using 'easy-flo' silver solder. Make sure that you are using 'Silver-Flo 55' and that you discard any old stock (and do not buy it at 'jumbles').

The magazine of the **Triumph Razoredge Owners' Club** warns you that flushing the engine with cheap oil may lead to problems where some of the oil will remain in the engine which will have a deleterious effect when the correct oil is applied.

There is the first part of the report into the XPAG tests in the **MG Car Club** magazine.

There is a favourable review of Adrian Newey's book 'How to build a car' in the **Colchester Vintage Motor Club** Newsletter.

Congratulations to the **TR Register** on receiving the 2018 National Car Club of the Year award. There is a useful article on ZDDP in the club's magazine.

Included with the magazine of **The Riley RM Club** is the awe-inspiring spares list which runs to 36 A4 pages.

The magazine of the **Morris Marina Owners' Club & Morris Ital Register** has an article on the permutations and opportunities for different sizes of wheels.

The magazine of **East Anglian Practical Classics** features Burston Norfolk school which was on strike from 1914 until 1939 – the longest running strike in British history.

The **Rover Sports Register** magazine tells us all about the ill-fated P6BS and has a magnificent centre spread of the Rover Gas Turbine car as it appeared in that famous boys' comic 'Eagle' of 19th June 1953.

Congratulations to the **Armstrong Siddeley Owners' Club** on being awarded a 'Highly Commended' for their stand at the NEC Restoration Show.

A statement that is only too true appears in the Newsletter of the **Vintage Horticultural & Garden Machinery Club** – 'every twenty-minute job is only one

broken bolt away from becoming a three-day ordeal'.

The **Historic Commercial News** recounts the story behind the CVE 'Omni'.

The **Bean Car Club** magazine tells us that Paris Singer, the sewing machine millionaire reputedly saved Royce from bankruptcy by buying a 10 hp Rolls Royce. The car is now in the Manchester branch of the Science Museum.

Something just a bit different... there is a brief illustrated history of the petrol pump in the magazine of the **Manchester Historic Vehicle Club**.

The Newsletter of the **Traditional Car Club of Doncaster** explains the difference between a MacPherson Strut and a Double wishbone front suspension.

Don't all rush at once. **H&H Classic Vehicle Club** magazine tells us that Jaguar Land Rover have launched 'Land Rover Reborn' rebuilt Series One Land Rovers at £80,000 a pop and preparing to resume XKSS sports cars production to fill in the blanks caused by the 1957 fire at the Browns Lane factory – a snip at £1 million each.

The **Sunbeam Motor Cycle Club** News has been selected as 'Club magazine of the Month' by Morton's Old Bike Mart.

Some useful tips on building up your tool kit are given in an article in the Journal of the **Ford Sidevalve Owners' Club**.

Advice and suggestions for the conservation of leather are outlined

in an article in the bulletin of the **Bristol Owners' Club**.

A new publication 'Buying & Maintaining a Modern Traditional Morgan.' is given a favourable review in the magazine of **The Morgan Sports Car Club** (where else?)

A review of Jim Stringer's book 'An Austin Anthology' in the **Rover P5 Club** magazine contains the gem that you could win an Austin 12/6 by smoking Kensitas cigarettes – happy days!

The **1100 Club** magazine has a rather depressing article on the sales and survival statistics of the BMC 1100.

There is an informative article on dynamos and voltage upgrades in the **AJS & Matchless Owners' Club** magazine.

ANNIVERSARY CONGRATULATIONS

Drive it Day for the **2CV Club of Great Britain** was just that bit special. It celebrated 70 years of the 2CV. Congratulations. They also remind us that 2018 sees the Golden Jubilee of the 'Mehari'.

The **Sunbeam Talbot Alpine Register** remind us that 2018 is the 70th anniversary of the launch of the 80 and the 90.

The **South Hants Vehicle Preservation Society** is celebrating its Golden Jubilee this year and their magazine has an article reminding us of the legal requirements for number plates for the age of your vehicle.

A few anniversaries in the **Routemaster Magazine**; it is 60 years since the last production Routemaster was made and 20 years since route 139 lost its Routemasters.

The **London Vintage Taxi Association** have just clocked up their 40th Anniversary – congratulations! And not to be outdone, the BSA Owners' Club have just celebrated their 60th anniversary.

Another anniversary! The **Austin-Healey Sprite** celebrates its Diamond Jubilee this year.

The **Land Rover Series One Club** has sent us the 200th issue of their excellent magazine which reminds us that they are celebrating 70 years of the Land Rover.

The front cover of the **Historic Caravan Club** newsletter is an arresting photograph of the 1932 Minehead Caravan Rally and we are reminded that the club is celebrating its 25th Anniversary.

Another anniversary. 2019 will be the 40th anniversary of the **'Steam Apprentice Club'**.

It's the Golden Jubilee of the **Military Vehicle Trust** and their impressive magazine reminds us of the regulations that now surround the use and display of replica or de-activated weapons.

Another Golden Jubilee to celebrate. The Ford 'Escort' receives a mention in the magazine of the **Crash Box & Classic Car Club of Devon**.

And it is 50 years since the **Norton 'Commando'** was launched.



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