

Issue 286

ISSN 2208-0112

February 2024



Your ABCCC News

The Official Newsletter of the All British Classics Car Club of Vic Inc

Front Cover

Photo on front cover –

Photo provided by Clive Dickinson, in his YA (AKA Millie) following Christopher Constantine in his ZA (AKA Maggie) Photo taken on the first run for 2024 as they set off to the hills for the Car Boot Picnic. (another great photo & ABCCC event)

NOTICE TO ALL MEMBERS

ANNUAL GENERAL MEETING –

Sunday 24th March 2024

This year we will be once again at the Crown Hotel, 273 Main Street, Lilydale.

The meeting will be preceded by lunch at 12.00pm and the AGM will commence at 2.00pm. Cost of lunch, which is two course alternate drop is \$20 p.p and drinks are at bar prices.

If you intend to join us for lunch for catering purposes please advise Maxine Pettigrew of your attendance on 0425 789 997 or email tonypettigrew@bigpond.com

If you wish to place any items on the agenda please contact the secretary Peter Flavelle on 0434 193 243 or email secretary@abccc.com.au

Please note, payment for the lunch is CASH on entry and last call is Tuesday 19th March (for the lunch not the meeting)

If you are unable to attend and wish to appoint a proxy, there is a form available on our website in the members area.

Peter Flavelle
Secretary



UPCOMING ROLE – it's your time to get involved

NEWSLETTER EDITOR – The time has come for me to handover this wonderful & fulfilling position. I am incredibly grateful & privileged to have been the Editor of the ABCCC Newsletter for the past 3 years. During this time, I have been very well supported by several ABCCC roving photographers, article writers & a couple of proofreaders, for which I am very grateful & appreciative. There are too many to name & thank (you know who you are!). Thanks also to Mike Alfrey for his templates to get me started and continued support & working with Ed Bartosh Webmaster & Rick Lloyd to help post and upload my Newsletters.

It has been a lot of fun creating the newsletter & everyone's input has made it fairly simple (sometimes a bit hectic and frustrating.....LOL). Genuinely though I do hope that my editions have kept our members interested and connected.

Think about being involved: If you have access to a computer, the internet and an interest in being an active member of the ABCCC, as well as having some fun and providing a connection to all our ABCCC members, then I encourage you to contact President Tony Pettigrew to discuss this position and to make your nomination.

Glenda Prewett Editor.

Inside this Issue:

- Calendar meeting
- Club Information
- Events Directory
- Check out what's happening in February 2024 on the:
 - 4th February 2024
 - 6-9th February 2024
 - 14th February 2024
 - 18th February 2024
- What we have been doing
 - Old School Classic Boot Picnic
 - Coffee with the Cravens
- Bit of Reading & Photos
 - Best British Family cars 1950S

CLUB INFORMATION

Visit the club's Website for information about how club matters are conducted. This Website also features information about how the Victorian Club Permit Scheme (VCPS) is operated by the All British Classics Car Club Vic Inc.

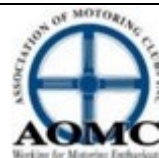
Our club does have one explicit rule – for those motor cars operating on the Victorian Club Permit Scheme (VCPS), using the auspices of the All British Classics Car Club Vic Inc., for the ongoing benefit of the VCPS, their owners must continue to be a financial member for the duration of the permit period, and attend a minimum of three club events during the permit's active year. Failure to respect this rule will result in the VCPS renewal being insupportable and void.

YOUR COMMITTEE

Executive Committee	Name	Telephone	E-mail Address
President	Tony Pettigrew	(03) 9739 1146	president@abccc.com.au
Vice President	Colin Brown	(03) 5964 9291	colin@abccc.com.au
Treasurer	Bill Allen	(03) 9846 2323	treasurer@abccc.com.au
Secretary	Peter Flavelle	(03) 9870 4450	secretary@abccc.com.au
Committee Positions			
Committee Member	Pat Douglas	0425 712 973	
Committee Member	Greg Anglin	(03) 9876 3293	
Committee Member	Rex Hall	(03) 9795 7669	rex@abccc.com.au
Committee Member	Walter Thompson	0408 507 890	wally@abccc.com.au
Membership Secretary	Ed Bartosh	(03) 9739 1879	membership@abccc.com.au
AOMC Delegate	Bill Allen	(03) 9846 2323	
AOMC Delegate	Mike Allfrey	(03) 9729 1480	michael.allfrey@bigpond.com
FVV & CCC Delegate	Bill Allen	(03) 9846 2323	
FVV & CCC Delegate	Tony Pettigrew	(03) 9739 1146	president@abccc.com.au
VCPS Officer (Applications)	Walter Thompson	0408 507 890	wally@abccc.com.au
VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291	colin@abccc.com.au
Web Master	Ed Bartosh	0438 508 235	webmaster@abccc.com.au
VCPS Attendance Records	Walter Thompson	0408 507 890	wally@abccc.com.au
Club Regalia Manager	Maxine Pettigrew	(03) 9739 1146	
Newsletter Editor	Glenda Prewett	0418 345 499	editor@abccc.com.au
Editor's Assistant	Rick Lloyd	0417384845	
Associations Incorporation Registered Number: A0035462V			
The All British Classics Car Club Vic Inc. Website http://www.abccc.com.au			
The Association of Motoring Clubs Website http://www.aomc.asn.au/			
The Federation of Veteran, Vintage and Classic Car Clubs Website http://www.federation.asn.au/			

CONTACTING THE ABCCC VIC INC.

On The Web <http://www.abccc.com.au>
 On Facebook www.facebook.com/AllBritishClassicsCarClub
 Postal Address PO Box 190, Coldstream, Victoria, 3770



MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the All British Classics Car Club Vic Inc. is \$45.00 per annum. This subscription fee also includes the club member's partner. In addition to that, there is a once-only \$30.00 Joining Fee. Please address membership enquiries to: Membership Secretary PO Box 190 Coldstream Victoria, 3770. Telephone Number 03 9739 1879.

LIFE MEMBERS

The All British Classics Car Club Vic Inc was founded by the late Frank E Douglas on 19th September, 1997. The Club is proud to grant Life Membership to those who provide exceptional service to our club.

Current Life Members are: Pat J Douglas, Mike Allfrey, Tony & Maxine Pettigrew

CLUB PERMIT SCHEME

ABCCC is a VicRoads authorised Club to participate in the VicRoads Club Permit Scheme (CPS)

The ABCCC has set rules & conditions for operating a motor vehicle [twenty-five (25) years old and older on the CPS, for further information about how the CPS is conducted by the All British Classics Car Club please visit the club's Website Link [ABCCC Club Permit Scheme information](#) All the information is available online.

1. **Initial contact** should be made with the club's Vehicle Logbook Club Permit Scheme (VLCPS) Applications Officer, currently Wally Thompson. He will advise the procedure for application with respect to the conditions set by the ABCCC. He must also provide a first inspection of the vehicle.
2. **PERMIT RENEWALS** VicRoads requires that an ABCCC authorised VLCPS Officer's signature is entered on the permit renewal notice. Therefore, your VLCPS renewal should be sent to Colin Brown, PO Box 40, Coldstream, Victoria 3770. Enclose with it a stamped envelope addressed to VicRoads, along with a cheque/money order for the VLCPS fee. Colin will sign on behalf of the ABCCC, and then forward the permit renewal on to VicRoads. The form also requires YOUR signature, so be sure to sign it as the permit holder as well.

Both Wally & Colin's position are entirely voluntary, so due consideration should be given when contacting them.

ANNUAL MEMBERSHIP RENEWAL

Payment of ABCCC Annual Fees of \$45.00 are due by 1st January each year.

Please post or transfer money to: All British Classics Car Club, Membership Secretary PO Box 190 Coldstream Victoria, 3770. Tel 0438 508 235

Bank details: BSB 063 863, A/c No.1001 3709, please provide your surname as a and "dues" as reference.

Please note that, should you be unfinancial and driving a classic car under the auspices of our club on the Victorian Club Permit Scheme, you are effectively driving an unregistered motor vehicle.

Renewal Form can be downloaded from the ABCCC Website if required to update information.

Thank you, Ed Bartosh

NEW MEMBERS

A hearty welcome to the well-oiled machine that is the All British Classics Car Club. We hope to be able to welcome you and, in actual fact, your British classic motor cars, at one of our events soon. Our club aims to have two motoring events each month, so there are plenty of fabulous events for you to select from. Welcome!



Name	Year	Car	Model
<u>Michael & Jill Justin</u>	2014	BMW	428i Convertable
<u>Robin & Freya McCann</u>	1956	Jaguar	XK 140
	1962	Jaguar	MKII
	1973	Jaguar	E-type Series 3
	1996	Jaguar	XJ6 Sovereign
<u>Tony & Cath Stocks</u>			
<u>Ben & Jan Tweedly</u>	1945	Chevrolet	Pickup Truck
	1954	Chevrolet	Belair 2-door
	1961	Holden	FB Wagon
	1963	Ford	Anglia
<u>Ray & Pat Kendall</u>	1967	Rolls Royce	Silver Shadow
<u>Bob & Anne-Marie Wilson</u>	1982	Jaguar	XJS HE

ABCCC EVENTS DIRECTORY

Note: This ABCCC Events Directory lists only those events organised by the ABCCC. Only those events scheduled in this Directory qualify for Victorian Club Permit Scheme requirements. All events are also listed on the club website.

ABCCC Calendar of Events for 2024

If you are attending any of these events please contact the Organiser, as numbers are often required
Further details will be provided closer to the event

		Sun, Feb. 4th	Gliding day at Leongatha	Wed. Mar. 13th	Leigh's Grand Prix Leigh Wishart
		Tues. Feb. 6th-9th	Seaside Escape Marj and Brian Pepper	Sun. Mar. 17th.	Eskey Run with the Birkett's
		Wed. Feb. 14th	Coffee with the Cravens	Tues. Mar. 19th-20th	Erica /Walhalla Lance Brazier
		Sun. Feb. 18th	British & European day @ Yarra Glen Phil Cook	Sun 24 th Mar	Annual General Meeting - AGM Venue: Crown Hotel Lilydale
Sun. April 7th	Out for lunch with the Tootells	Sun. May 5th Fed.	Scoresby picnic at the Steam Centre info Jack Craven	Fri. June 7th-10th	Hamilton Kings Birthday Rally Tony Pettigrew
Wed. April 10th	Coffee with the Cravens	Wed. May 8th	A big kids day out. The 3 G's Geraldine, Greg and Gary	Wed. June 19th	Coffee with the Cravens
Wed. April 17 th	Craven Classy Dayout Jack Craven	Sun. May 19th	Heritage Motoring Day Rex's Big day out	Sun. June 23rd	The inaugural Jervis-Read run. Robin and Anne
Sat. April 27th	Lunch and Music at the Emerald Hotel Sth. Melb. John Provis and Dawn Shoppee				
Sun July 7th	Annual lunch Colin Brown	Sun Aug. 11th.	Observation Run Brian Aitken	Tues. Sept.10th-12th	Sandra's September Sandra Wishart
Wed. July 17th	Coffee with the Braziers	Wed.Aug. 14th.	Coffee with the Braziers	Wed. Sept. 18th	Coffee with the Braziers
Sun. July 21st	Pub run Tootells	Sun. Aug.25th	Historical Lilydale John and Jennifer Mason	Sun. Sept. 22nd	Rainy day in a Morgan Phil Cook
Sun. Oct.6th	Visiting Healesville. Ian and Lyn Terry	Wed. Nov.6th	A day out with the Anglin's		
Sun. Oct. 20th.	Gippsland drive, Graham Talmage	Thurs Nov. 14th	Visit to Beleura in Mornington. Robyn and Robert Joiner	Sun. Dec. 15th	Christmas lunch Maxine Pettigrew
Mon.Oct.28th-31st?	Trip to Mildura Lance Brazier	Fri. Nov. 22nd-24th	Indulgence weekend Peter McKeirnan		

Website: www.abccc.com.au/calendar

Facebook - don't forget to like ABCCC on facebook
link.....<https://www.facebook.com/AllBritishClassicsCarClub/>



2024 Calendar dates from Federation and AOMC that might be of interest

- 2nd February 2024 AOMC/Shannons Aussie Classic Car Show
- 18th February 2024 AOMC British & European Motoring Show
- 24th March 2024 Mortlake Picnic
- 30th & 31st March 2024 Wunghnu Picnic
- 26th, 27th & 28th April 2024 Florence Thomson Tour – Ladies get ready!
- 19th May 2024 Murrabit Picnic
- 9 June 2024 Peter Mac Fundraising Display Day (Bendigo)
- 25th Aug to 1st Sept 2024 Golden Oldies Tour

More details on websites

- <https://www.aomc.asn.au/events>
- <https://www.federation.asn.au/events>



Reminder for upcoming ABCCC Events

Sunday February 4th 2024 - A Gliding day experience at Leongatha

Soaring with the eagles
Gliding day at Leongatha
contact Graham Talmage 0419 399 752 hydewood@bordnet.com.au

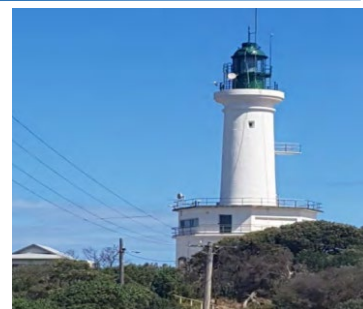


Tuesday 6th to Thursday 9th February

SUMMER SEASIDE ESCAPE 2024

Three night adventure in and around the beautiful Bellarine Peninsula, based in the Point Lonsdale / Queenscliff area.

Hosts: Marj and Brian Pepper



Wednesday 14th February 2024 Coffee with the Cravens

We are going to Cafe Otto Knox City Melway ref 63K11-level 2 425 Burwood Hwy, Wantirna South. Feb 14 arrival - 10.15 -10.30.AM

There is ample parking -3 hours at no charge.
Suggest parking P1 Black -this is in the bus Depot area. Walk through the Shopping Centre entrance and Cafe Otto will be seen readily.

The centre has improved markedly in the past 3 years and its really well worth viewing especially the food section on level 1.

Please confirm if you want to join us
J 0425 881449 S 0413 795 504



Sunday 18th February 2024

AOMC Event

It must be noted that the ABCCC allocated “stand” is relatively small. Ten (10) cars at the most. With this in mind, it will be a “first come, first served” situation.

However, as with previous years, some members decide to go with other car clubs to which they also belong.

Furthermore, there is also an area where there are opportunities to display a car without being tied to a particular car club.

ABCCC contact Phil Cook



Wednesday 13th March 2024 Leighs Grand Prix

Leigh's Grand Prix on the 13th March 2024.

This is a day where you can invite your children, grandchildren or friends to race against our current champion Brian Atkins.

Unfortunately our former Formula 5000 driver who was going to compete is unable to attend.

We need 15 drivers to secure the track just for us & as many spectators as possible to cheer on the drivers.

Morning tea will be at the track prior to the race & lunch will be after racing.

Please contact Leigh ASAP so that we can get on the track.

Leigh 0403243700
Sandra 0402215367



Sunday 17th March 2024

ESKY RUN WITH THE BIRKETTS #2



Bring along your Esky again for an enjoyable day out visiting Bassine Cheese for morning tea, scrumptious scones with jam and cream, or choose from tempting baked cheesecake and other goodies. A fine selection of cheese available for purchase, plus their magnificent pure cream and bottled milk (the old way, with the cream on top).

The shop also has an interesting stock of locally made products for sale.

Travelling from there via delightful back roads (fully sealed) to the Poowong Hotel for lunch.

Meet at the carpark BP Caldermeade 4465 Sth. Gippsland Hwy, which is just past Caldermeade Dairy.

DEPARTING PROMPTLY 10AM.

Due to ongoing roadworks in the area, you would be well advised to avoid joining the South Gippsland Highway via Koo Wee Rup.

Please advise us by 10th March 2024 if you wish to attend so numbers can be confirmed with both venues.

We look forward to your company.

Geoff and Judy Birkett

Email: greengem3@bigpond.com

(email preferred) Ph. 9755 1772



Tuesday 19th March to Thursday 21st March 2024 Erica/Walhalla Overnites

Accommodation at Erica (very reasonable rates)

There are 7 rooms or Cabins reserved at either

- Erica Hotel
- Erica Caravan Park

Wednesday travel to Walhalla

Train (optional) Leaves at 11am (group booking \$25pp will need numbers)

Dinners:

1st night BBQ at Park . BYO Food & Drinks (meat packs available from the Park or BYO)

2nd night Meal at the Hotel



Please contact Lance Brazier 0403 032 158

lbrazier@hotmail.com

Sunday 24th March – Annual General Meeting (AGM)

Crown Hotel 273 Main Street, Lilydale.



The meeting will be preceded by lunch at 12.00pm and the AGM will commence at 2.00pm. Cost of lunch, which is two course alternate drop is \$20 p.p and drinks are at bar prices.

If you intend to join us for lunch for catering purposes please advise Maxine Pettigrew of your attendance on 0425 789 997 or email tonypettigrew@bigpond.com

If you wish to place any items on the agenda please contact the secretary Peter Flavelle on 0434 193 243 or email secretary@abccc.com.au

Please note, payment for the lunch is CASH on entry and last call is Tuesday 19th March (for the lunch not the meeting)

If you are unable to attend and wish to appoint a proxy, there is a form available on our website in the members area.

Sunday 7th April 2024 – Out for lunch with Tootells

More information to come



Sunday 10th April 2024 – Coffee with the Cravens

More information to come

A coffee date with a good friend fills my cup in more ways than one.



Wednesday 17th April 2024 – Cravens Classy Dayout

More information to come

*** FOR just ONE day

Saturday April 27th 2024 – Lunch & Music at the Emerald Hotel, Sth Melb Please check have you have booked to this great upcoming event?

The list below are the names registered to attend. If you have contacted John and your name is missing pls call him asap. If you have not booked but love music and great food. Better act fast & make a booking as spaces are limited!

Call John on 0418 564 082

John Provis & Dawn Shoppee	Peter & Sandra Hibbert	Margaret & Barry Collette	Jack & Shirley Craven
Leon & Judy Cousins	Garry & Glenda Prewett	Bill & Margaret Klusco	Robin & Robert Joiner
Trevor & Jill Beaumont	John & Jenny Mason	Gordon Patterson & Gill Hutchins	David Cook & Joan Read
Ian & Mary Hodge	Gary Dickinson	Peter McKiernan & Joan Clements	Robyn & Anne Jervis-Read
Leigh & Sandra Wishart	Tony & Maxine Pettigrew	Greg & Geraldine Anglin	Anne & Bryan Tootell
Deb Beal	Peter & Michelle Flavelle	Rex & Deanna Hall	Colin & Joy Brown
Terry Sully			



John Provis & Dawn Shoppee

Want to thank the ABCCC and it's members for the joy & pleasure we have experienced from our membership over the past years.

We are going to sponsor an event quite different to others. A big band concert performed by six wonderful musicians - not amateurs, but professionals who have played in Europe, USA, on cruise ships and Hamer Hall etc.

Location: Emerald Hotel 415 Clarendon St, South Melbourne

Date: Saturday 27 April 2024

Time: 12 Noon for lunch and drinks at own cost. Musicians will arrive and setup during lunch, and play until we finish eating. When lunch is over, those not facing the band will stand and turn their chairs around. Then the fun starts. The music will finish just after 4:15pm. There will be two fifteen minute intervals. The band is our guests and will play numbers we know and like - music to suit us with lots of variety.

The Music: What a wonderful world... Edelweiss (Sound of Music)... Teddy Bears Picnic... When the Saints Come Marching In... Basin Street Blues... Alexanders Rag Time Band... Georgia... Sweet Georgia Brown... High Society... Down By the Riverside... and so on... Plus your requests.

The Musicians Steve Grand - Piano
Ian Smith - Trumpet, Sousaphone, Drums, Washboard and Vocal
Chris Ludowyk - Trombone
Call Duffy - Drums and Washboard
Mark Elton - Double Bass
Jo Stevenson - Clarinet and Saxaphones

This will be an outstanding event but numbers are limited.

**To reserve your place please phone John on 0418 564 082
or email: johnprovis@bigpond.com**

THIS IS HOW THE ABCCC YEAR 2024 STARTED

Sunday 14th January 2024 - Constantine's Picnic

“Old School Classic Car Boot Picnic” – 14th.January 2023

Christopher & Geraldine Constantine	Geoff & Judy Birkett	Tony & Maxine Pettigrew
Peter & Michele Flavelle	Jack Craven	Colin & Joy Brown
Greg & Geraldine Anglin	Greg & Phyl Howe	Wally Thompson
Phil Cook & Ann Carty-Salmon	Glenda and Ron Rogers	Clive & Gita Dickinson
John Provis & Dawn Shoppee	John & Jenny Mason	Brian & Annette Aitken
Terry Grigg & Gayle Minter	Grant & Chris Barrett	John & Teya Broadbent
Lance & Adele Brazier		

The first run for 2024 and it was quiet a gathering. Early birds arrived for Coffee, donuts and a chat.



As the day of the “Old School Classic Boot Picnic” was approaching the weather was being very unpredictable. Heavy rain in the Dandenongs had brought about landslides, road closures and the appearance of large potholes so it was with some trepidation that contingency plans were nervously being considered.

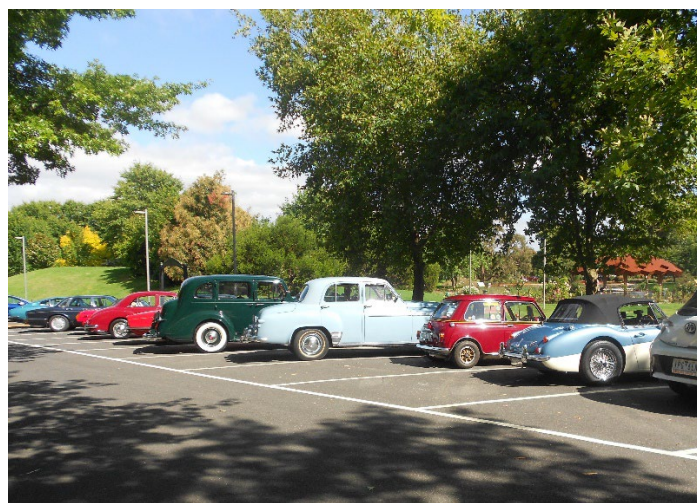
On the morning of the 14th. the skies cleared and we met at the “Tim Neville Arboretum” at 10.00am for a catch-up, cuppa and donuts for which I must thank the Donut King who came in early to specially cook them fresh for us. A wonderful collection English Classic Cars ended up being on display as we chatted.

The drive to the picnic ground involved travelling though rural Lysterfield to Belgrave and then on to Sherbrooke. When we reached O’Donohue Picnic Ground we set up our chairs, tables and picnic lunches/baskets.

We did find some “wildlife” which we were not expecting, residing in and around the trees. (No, not flies and not ‘drop bears’) In fact, one unwanted wildlife guest was discovered hitching a ride homeward with one club member. (Obviously “Stuck on You” might have been its appropriate theme song for the day.)

However, we were blessed with a sunny and most enjoyable day. Thanks to everyone who participated and brought out their magnificent classic cars.

Article provided by Geraldine Constantine, photographers acknowledged Jack Craven, Christopher Constantine.



A very nice line up of ‘English’ And they kept arriving making a Great Display, indeed!





Then onto the picnic point



At O'Donohue Picnic point, the Constantine's had the right idea – with silverware and ice to keep the champers at the right drinking temperature! Very relaxed & royal 😊



Note of thanks to Geraldine & Christopher

Many turned up for the Picnic in the Park day out in the Dandenongs, starting at the Arboretum with a chat and very nice freshly made donuts with our tea or coffee – thank you Geraldine and Christopher for providing our morning tea. The drive to O’Donohue Picnic Ground, which we hadn’t visited before, was quite scenic and there was plenty of room for us all to spread around the park, seeking shady spots for our picnic lunches as the day became quite warm. We hadn’t been on a picnic in quite a while and this was a very relaxing and enjoyable day out, the first of many with the Club this year I’m sure; and we thank Geraldine and Christopher for arranging it.



From Glenda and Ron

Wednesday 24th January 2024 – Coffee with the Cravens

Mike & Sue Alfrey	Phil Cook & Ann Carty Salmon	Greg Margetts
Jack & Shirley Craven	Grant & Christine Barrett	Colin Oberin
Peter & Michelle Flavelle	Brian & Margaret Berwick	John & Jenny Mason
Peter & Sandra Hibbert	Robert Nolan & Mary Cheng	Bryan & Anne Tootell
Leon & Judy Cousins		

Franks’s Cakes @ Ferntree Gully - seriously good 😊
Article & photos from Jack & Shirley Craven

Wednesday started with busy morning traffic and "Franks Cakes" car park very quickly filled up and some of us had to find other spaces but this was sorted out quickly without complaint .

We had a Marquee for our group of 24. One thing that was a bit of laugh when a concerned staffer was a little concerned that they were running out of chairs - we got by still sitting down.





Best British family cars of the 1950s

Found this article of interest in the Classic Worlds 21st June 2022 by author Glenn Rowswell

In a time before SUVs and people carriers, the family saloon reigned supreme. Here are our favourite 1950s four-door gems Words: Sam Skelton

Britain in the 1950s was a somewhat conservative place. The baby boom children hadn't yet become adults, and the automotive sector was still targeted at a traditional market. Wood and leather were the order of the day in larger and more upmarket cars, as was staid design. But that doesn't mean that these cars should be overlooked – for the traits that made them capable family cars in that period also endear them today as family-friendly classics.

They don't have to be the last word in driver involvement – their quality is their most enduring quality, and their ability to transport us to a forgotten age. But which of the myriad choices makes the best family classic today? We've selected nine of our favourite big British saloons of the 1950s – some predictable, some more unusual – something for all tastes.



Rover P4

Talk about upmarket 1950s British cars and the topic will almost inevitably turn to the Rover P4 before the first sentence is finished. And with good reason. While it originated in the previous decade, the 'Auntie' Rover – so named because it had all the homely and welcoming qualities of a favourite maiden aunt – is inextricably linked to the 1950s as the decade it survived in full. And while other cars on this list may shout their status, the Rover is more discreet – hiding technical innovation behind quality trimmings and disguising its initial modernity through traditional facelifts.

From the staid 60 with its Land Rover derived four-cylinder engine to the 2.6-litre 110, there are P4s to suit all pockets. All offer a driving experience ahead of their time – they feel like very good 1960s car, rather than something that emerged from the shadow following the Second World War.

The biggest problem you'll find when looking to buy a P4 is corrosion, though water ingress can lead to rotten wood and leather inside – this can all be mended, but trim work is rarely cheap. Mechanically they're simple, and the clubs ensure that most parts you're likely to need can be sourced.

Riley RM

The Riley RM series also emerged during the days following the Second World War – launched in 1945 and produced in various guises until 1955. We're going to be focusing on the four saloon models – the RMA and RMB made until 1952, the RME produced from 1952 to 1955, and the RMF, built for just two production years between 1952 and 1953. Inspired by the pre-war Kestrels, these cars were sporting saloons in the 1.5-litre (RMA and RME) and 2.5-litre (RMB and RMF) classes.

With surprisingly good handling for their era, timeless style, and an enthusiastic owners' club, the RM series make excellent family-use classics. But beware – they're a body-on-frame construction, and the frame used is wooden, as was the style for many cars of this era. The wood can rot, so it's worth taking someone who knows RMs with you when you go to look at a potential purchase. Check the A post in particular, by getting your head up into the arch and looking from underneath, and that the draught excluder and door striker are securely attached. Any damage will show here. Also, check the doors hang properly, and that there's nothing nasty where the rear wings join the body.



Jaguar MkI

A Jaguar is an obvious choice for someone after a bit of Fifties flash – and the MkI is the natural first port of call. Jaguar's first small saloon since the postwar 1.5-litre, the MkI was intended as a bridge between the MkVIIM and the XK range – a sporting option for the family man and an entry-level model in the Jaguar range for those perhaps more used to Rovers and Humbers. It was expected to be the volume seller – and kick-started a line which wouldn't be extinguished until the end of 240 production in 1969, via the MKII and S Type.

Launched as a 2.4-litre and soon offered with the larger 3.4-litre engine too,



the Mk1 was an unashamed sports saloon. They're more agile than the Mk2, though the narrow rear track can lead to extreme oversteer if you try to be too clever. Modern tyres help, but it's better to acclimatise to the car slowly. They're excellent value now compared with their successor, too – and, dare we say it – more attractive to boot. As with the Mk2, you should check thoroughly for corrosion. The floorpan, rear suspension mounts and bulkhead are common rot spots and should be checked thoroughly.

Wolseley 6/90

Following Britain's greatest police car was going to be no mean achievement, and when the Wolseley 6/90 was launched it was to a world expecting greatness. Effectively, it was a six-cylinder variation of the Riley Pathfinder, which had replaced the RMF in 1953. The latest diamond-badged car offered an almost Italianate body styled by Gerald Palmer and was fitted with the same big four as had powered the outgoing RM model. As for the Wolseley, its "six" was from the same C-Series family featured in the Austin Westminster. It would also be used in the Pathfinder's replacement – the Riley 2.6.

While the 6/90 shocked Wolseley stalwarts with its grey Formica dashboard, the rest was pretty traditional. A four-speed column shift manual was standard at first, though a floor-mounted shift would be made available on subsequent Series 2 and 3 cars, along with a return to a full walnut dash. Its leather-trimmed seats were comfortable, and nothing spoke of authority like the illuminated grille badge.

As with all the cars on our list, check for corrosion – typically in the sills, floors and door bottoms, though panels can pose an issue. Only the tub, front doors and bootlid are directly shared with the equivalent Riley models, so be careful when buying replacements to ensure that they're Wolseley specific.



Morris Six

Many would be more familiar with the Morris Six's upmarket sibling, the Wolseley 6/80. For years, it became entrenched in the public psyche as the archetypal police car, and no 'Scotland Yard' B-movie film was complete without the ever-present 6/80 full of stout officers. But while the Wolseley was popular with the boys in blue, it cost about 15% more when new than the Morris – no reasonable family man could justify the additional spend when the Morris was in all honesty just as capable, despite its vinyl seats and painted dashboard. You could even have leather like the Wolseley – and a heater – if you bought a late Deluxe model.

Far fewer Morrisises were sold than Wolseleys, making it a head-turner even at Nuffield group events. Check that the engine has been fitted with Stellite-coated exhaust valves, as the original-spec valves have been known to burn out. Check also that the suspension has been kept well-greased, like the Minor, front trunnions can pose issues if they've been neglected over time – and the Six's suspension supports a far greater weight than that of the smaller car.

Body panels and some trim can be hard to find – while shared mostly with the Oxford, that doesn't mean that such items are plentiful today. The Cambridge-Oxford Owners' Club is your best bet.

Vauxhall Velox

If the pin-up look appeals to you and Grease is in your top ten films of all time, we can understand why a Vauxhall Velox might be your upmarket 1950s saloon car of choice.

Metallic paint was a big deal in the first half of that decade, and when coupled to the flashy chrome grille, made the E-Series Vauxhall Velox look like a product of another world. In truth, the styling was pure Detroit, and the lazy 2.3-litre six-cylinder engine backed up the Stateside impression. No mere Zephyr driver could hope to compete with the glitz. And it was advanced for its era – that shell was of monocoque construction and engineered for solidity – while rust can take hold in the door bottoms and wings, it's only really structural areas like the sills and bulkheads that need a thorough inspection.



Mechanically much is shared with the subsequent PA and PB series cars or, regarding the early E series, with the outgoing LIP Velox. Trim can be hard to source but easy enough to replicate. There are few more practical ways to enjoy Americana on an English scale.



Humber Super Snipe

With American inspired styling, the Rootes Group's big Humber range of the late 1950s took clear inspiration from the work being done by lower-end rivals such as Ford and Vauxhall. The new Super Snipe looked straight out of Detroit by 1958 – while smaller than the outgoing model, it clearly resembled the 1955 Chevrolet models.

It was also significantly more spacious, faster and more economical than its predecessor, owing to a 2.6-litre (2.9-litre from the Series 2 onwards) inline-six replacing the outgoing 4.1-litre unit. This engine was an Armstrong Siddeley design and related to the unit fitted to the Sapphire 346.

The body was to be shared with the four-cylinder Hawk models, and from the Series 3 of 1960 was the first British design to be fitted with quad headlamps.

Welded seams are all prone to corrosion, as are the sills and floorpans. Rootes used multiple pressings in areas of stress to ensure strength, and when water finds its way between the pressings these areas can rot from the inside out. Chassis outriggers can rot badly, as can front and rear wing edges. Mechanically, differentials can pose difficulties – up to the Series 4, they're shared with the Hawk and can't handle the increased torque without excessive crown and pinion wear.



Citroën ID

An oddball Brit here, in that many readers might consider it to be somewhat more French. But British IDs made in Slough had enough differences over and above the basic model to consider them a separate model for this list. And the UK ID did compete with cars like the Rover P4 and the Humber Hawk, despite its lower power output. The somewhat incongruous walnut dash and leather trim were just two things that separated the British Citroën ID from its more Spartan French cousin. Citroën GB also added full hubcaps from the DS and chromed niceties to ensure that the ID driver in Britain felt they were getting value for money.

Not that it mattered. The fact remained that only Francophiles and engineers took the ID to their hearts in 1950s Britain, many choosing to stick to more conservative Rovers, Humbers and big Wolseleys. Slough-built IDs are hard to find today, and command a considerable premium if you can find them.

Don't worry too much about the hydraulics – it's basic plumbing, and the most important check is whether it's been converted to run on the later LHM fluid. If not, that could be worthwhile purely for the sake of availability. Be more concerned about corrosion – check everywhere possible for rust.

Vauxhall Wyvern E

Regard the E Series Wyvern (along with the contemporary Velox and Crestas) as Americana scaled down to fit British roads and you won't go far wrong. Realising a 1949 Chevrolet Deluxe would be too large and thirsty for our tastes, designer David Jones adapted its bulbous glamour to fit, instantly dating its predecessor, the 'sit-up-and-beg' Wyvern L Series (otherwise known as 1948's most forgotten new model). That the new car carried over its engine and nothing else tells you much about how seismic a shift Vauxhall intended the E Series to be.

One of the firm's first monocoques, Wyvern Es were horribly rust prone. So few survived from a small production run, spares are now cruelly scarce. A lack of performance was its only real bugbear, despite a larger 1507cc engine arriving in 1952.





Hillman Minx V-VIII

Having existed since 1931, the Minx nameplate prevailed well into the 60s. Like Vauxhall, Hillman's immediate post-war Minxes were little more than hasty rehashes; it would take until 1948 for the model's outward appearance to match contemporary expectations.

As the Minx MkIII went toe to toe with the Wyvern L Series, Rootes offered buyers more body styles than Luton towards the end of that year with saloon, estate and convertible options made available.

By 1951, the Minx V offered glitz equal to that of the Wyvern E; power, from a 1.3-litre bored out sidevalve engine, broadly matched that of the Vauxhall.

Mark VI Minxes had a new hardtop coupe – the Californian – to lure customers into showrooms, and by 1954, Minx MkVIIIs had a new overhead-valve engine which would go on to star in the bold new 'Audax' series of Minx models.

Ford Anglia 100E

Ford's best-selling Anglia arrived to the 1950s family car party later than Vauxhall or Hillman – but wasted little time in catching up. With two and four-door Anglia and Prefect models, along with Escort and Squire estates available in the range, there was little that was frivolous about the Anglia 100E, but it did the job in a ruthlessly efficient and affordable manner, thanks largely to its stalwart 1172cc sidevalve engine beloved of kit car and Special builders.

While Vauxhall and Rootes looked to the US for styling inspiration, it was to Germany that the 100E aspired; with the Taunus P1 in mind, the family resemblance to the similarly attired Consul was clear. A 1957 facelift brought a larger rear window and other aesthetic improvements; by 1959, however, the Elwood Engel influenced 105E – Harry Potter jibes aplenty – was ready.



Clips from the internet of some great car advertisements from 1950s

