

Last eligible Porsche for the post-war classification would be this 1955 coupe.

## The Period After . . .

AROUND the clubs that cater for those with vintage and early cars, a new topic has arisen. One could call this "discussion about the period after . . ." Collectors of classic cars, and those who attend rallies with various kinds of historic vehicles, are becoming interested in the talk about a category to include motor cars from the post-1945 era.

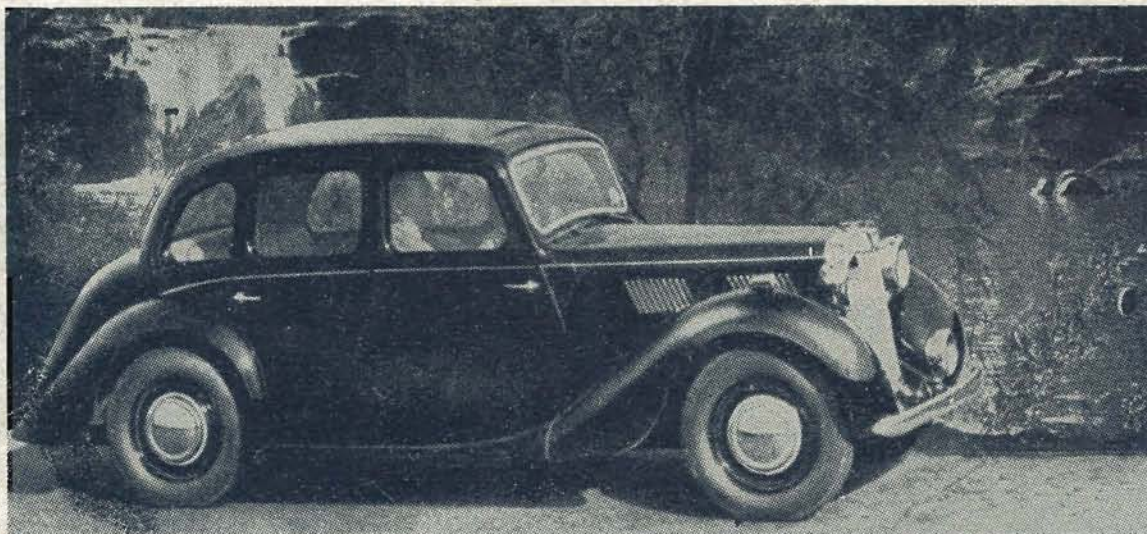
Those well informed about these matters, know that the vintage and early car movement has divided its motor vehicles into three period-categories. (In England, there are four). These are veteran, vintage, and thoroughbred (P.V.T.): pre-1918, 1919-30, and 1931-40. The extra class in the U.K. is one for "Edwardian cars" — 1905-1918, a period with this name, although, of course, the dates are not those of King Edward VII's reign.

Discussion, or one could even say, argument, has now broken out over the question of a category for quality cars, belonging to a period later than the last one officially recognised — Post Vintage Thoroughbred, 1931-40. All this is of importance, because the various clubs and associations for owners of cars of historic interest, are faced with the question of giving some official status at rallies, speed events, concours d'elegance etc. to fine motor cars that, unfortunately, were built later than 1940.

## OUR NOMINATIONS FOR THE CLASSIC CARS OF POST WAR YEARS

The matter of "quality cars" is essential in this connection, because one thing that is agreed, is that should a new category be recognised, the tests for eligibility would follow the same lines as those for the existing "Thoroughbred", 1931-1940 class. In other words, in the 1940's and early 1950's, many models of a low standard were produced — as happened during the 1930's — and motor enthusiasts were not impressed by their quality then, and today they have not changed their views. From among the large numbers of products of the '30's, only a few makes and models have been rated as P.V.T. vehicles. These can be found on the "approved lists" of various motoring associations, and they have been recognised as having special merit in their design and workmanship. In any new category, concerned with a later period, the same considerations would apply.

In Victoria, the opinions so far expressed have been against accepting a post-1945 classic car category. One argument put forward is that the activity that would surround these cars, would lead to a thinning of the ranks of those restoring and driving veteran, vintage and P.V.T. machines. Part of this argument is that the easier spare part position makes the restoring of the finer post-war cars a more attractive project. The result would be that the whole early car movement would suffer. This matter has also provoked argument within the



One of the borderline cases in this MG 'Y' type saloon which was manufactured between May 1947 and August 1953 in two forms.



Delahaye cabriolet was one of France's finest cars. It used a 3½ litre six cylinder engine. Top speed was 105 m.p.h. Note heavy use of chrome.



Delage models combined high performance with elegant coachwork. An electric pre-selector gearbox was standard.

veteran/vintage movement in the U.K. There, no definite bias has so far emerged. However, in the U.K., and also in N.S.W., it is being said that new categories for the best post-1945 products must sooner or later be recognised.

It certainly seems likely that such a new category is on the way, and it is only a question of time before motoring clubs give their recognition. One aspect, of course, is the matter of a name. There are not many possible alternatives, and so the term that it finally adopted will probably be something like: "Post-War Thoroughbred", "Post-War Classic", "'45 to '55 Classic", or "Classic Modern". If a personal opinion is in order, I would say that any name that leaves out the word "thoroughbred" would meet the case very well. After all, this word is already being used in the name, "P.V.T.", and to me it has always had a precious and slightly snooty association. I think that thorough-breeding is something best left to horses and show-dogs.

Some of the post-war models of various manufacturers are difficult to place, and if they are claimed as classic cars of the '40's and early '50's, some controversy will probably result. Among these I would venture to put the Sunbeam-Talbot "90", the pre-1949 Wolseley, the Triumph "Renown", and the Humber "Snipes" and "Pullmans". As "Post-War Classics", makes that come to mind are these: A.C., Alvis, Alfa-Romeo, Armstrong-Siddeley (some models), Aston-Martin, Bentley, B.M.W., Cunningham, Daimler (some models), Delahaye, Delage, Frazer-Nash, Facel-Vega, Ferrari, Healey

"Silverstone", Jowett "Jupiter", Jaguar, Lea Francis, Lancia, Lagonda, Lago-Talbot, Maserati, MG, Mercedes-Benz (some models), Morgan, Pegaso, Porsche, Riley, Rover and Rolls-Royce.

If and when this new category does become established, there will be integrated with it the fast-growing movement of the groups that cater for owners of the famous "square-rigger" MG's. In N.S.W. and Victoria these "T Registers" are already flourishing. Their members own MG's of traditional body-shape from the TA model of 1936-7, to the model TF of 1954-5. Lastly, there is the question of the period. 1945-55 is most likely to be chosen, as this would give an era of ten years — the same as those already accepted — the vintage and P.V.T. decades. It is a coincidence that 1955 saw the end of the series of old style MG sports cars. In any case, 1955 was a year of change. Disc brakes were on the way in, and independent rear suspension was becoming better accepted. Above all, 1955 was the time when a strong movement was under way towards over-square engines with higher compressions. As regards body-styling, it was also a key year, and saw the coming of new trends.

At the time of writing, news has just come through that the Victorian Vintage Sports Car Club will soon vote on whether to amend the club's constitution to provide for the new category. The name that they have chosen is Post-War Thoroughbred.—E.R.