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ABFM JUDGES ROSTER

Vehicle awards are attained under the direction of Chief Judges Morris Calvert and Nigel Matthews using two methods:

Entrants Choice voting and assigned Judging of Sponsored Classes (see also Special Awards page 4).

Entrants Choice: where all registered entrants vote for the vehicle of their choice within several assigned classes. Entrants do not vote on the class in which their own vehicle is entered. There are 61 classes with First-, Second- and Third-place awards—a total of 183 class awards.

Judged Sponsored Classes: (12) using a point system for the following awards.

BEST ORIGINAL CAR, UNRESTORED

(car must be 1987 or prior)

JUDGES: Ken Miles, Tony Whitney, Ed Tretwold

BEST DEBUTING RESTORATION:

3 Classes—Under \$50K; \$50-\$100K; More than \$100K

JUDGES: Morris Calvert, Nigel Matthews, John Allen

BEST FIRST-TIME ENTRANT

JUDGES: Ian Wood, David Gilmore, Martin Jones, Calvin Tan

BEST MODIFIED VEHICLE

JUDGE: Jim Hilton

YOUNGTIMER AWARD (30 & UNDER)

JUDGES: Rhodri Windsor-Liscombe, Kellen Voyer

LAND ROVER SPIRIT AWARD

JUDGE: Don MacDonald

Featured Jaguar Mk II Award

JUDGE: Tony Whitney

STUDENT JUDGING AWARD

JUDGES: NASKARZ students

2017 ABFM SHOW GUIDE

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Welcome Classic Car & Bike Enthusiasts!

Works of art; a thing of beauty; Dad had one of those; wish I'd kept it! These are just a few of the comments to be heard when strolling amongst the largest and most varied collection of British classic cars to be seen anywhere in North America.

Every year, we are inspired by the sight of so many enthusiasts who take the time and effort to display their classic British cars and bikes on the lawns of the beautiful VanDusen Botanical Garden.

Equally inspiring is the number of enthusiasts who show up for the walk down memory lane.

One of this year's featured marques may be somewhat controversial, as we spotlight the Modified Class cars. Purists be warned!

Just imagine five, let alone ten years from now, look around at local car shows and what will you see? Lots of younger folks (under 55) displaying their modified 'classics'. The average age of the current generation of classic-car owners is 60+ and they are not going to be 'driving' the future old-car hobby.

Importantly, parts sourcing is challenging and finding an experienced mechanic who actually knows how to fix a classic at a sensible rate is now in the rare-breed category. The entire industry is ageing and high-end classics have already become investor-level collector cars, thanks to the big auction houses.

But back to today's Vancouver ABFM. In addition to cars in the Modified Class, be sure to visit the impressive display of Jaguar MK2 sports sedans—the fastest back in the day and the preferred choice of cops and bank robbers. Read award-winning, local journalist Brendan MacAleer's entertaining report about this marque on page 6.

With classic car values increasing, Blair Degenstein gives some experienced advice on why classic car owners need to have their vehicles professionally appraised to protect against the unexpected. See story on page 5.

Visitors to the show, new to the British car scene, may not be aware of the influence played by foreign automotive design companies. British manufacturers relied on Italian design companies to refresh aging designs and launch new models. Examples of their influences can be seen on those cars displaying the Britalia logo and red, white and green ribbon. Read John Dickinson's insightful guide on page 11.

We hope everyone has an enjoyable experience at the show. Enjoy the Little Mountain Brass band music, visit the vendors' booths, take home a souvenir or much-sought-after part, or find a new-to-you classic car to drive home. With your entry ticket, you may even win a trip for two to jolly old England!

We wish you a lifetime of happy motoring,

PATRICK & JOAN STEWART

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ABFM 2017 BEST BRIT SPORTS CAR

The votes have been tallied on this year's Vancouver All British Classic Car Show's campaign to determine the most popular British sports car.

A total of 835 votes were cast over the month-long, online campaign in which entrants voted for their Top 5 sports cars from a pre-selected list of 12 British sports cars.

This year's winner by only nine (9) votes over the second-place winner was the beautiful Austin-Healey 3000.

Second-place pick was Jaguar's XK150 model and third most popular,

with 30 votes short of the Austin-Healey, was the very nimble Sunbeam Tiger.

Voters selected from this list:

- Jaguar XK150
- Austin-Healey 3000
- Morgan Plus 8
- Sunbeam Tiger
- Bugeye Sprite
- TVR Taimar
- Lotus Elan
- Triumph TR6
- Triumph TR3
- MGA
- MGB
- AC Ace

The official draw from all entries was made on April 30 for a sponsors' prize package valued at \$500.

Winner was Triumph owner Trish McAuley. ABFM 2017

Austin-Healey 3000

a close winner over Jaguar XK150



Photo: Mark Faviell

Fast and powerful, the Austin-Healey 3000 joined familiar aspects of the classic English roadster with the oomph of a six-cylinder, three-litre engine.

Awards Time at Vancouver ABFM



Left to right: Vancouver ABFM Edd Award, Lewie Award, Motoring Motor Award.

Lew Lewis Award

Recognizing people and their contribution to the classic car hobby has been a priority at the Vancouver ABFM (All British Field Meet) since 2002 when the first Lewie Award was presented to B.C. restorer Ed Arnold for outstanding contribution to the automotive and classic car industry.

Lew Lewis, for whom the award is named, was the long-time sales manager at MCL Motor Cars and the top Jaguar salesman in Canada during the early 1980s. The Vancouver ABFM was his favourite event and he never missed the show.

Motoring Mouth Award

Introduced in 2013 in memory of long-time ABFM MC **Michael Powley**, this award recognizes a person who best represents the true spirit of a classic car enthusiast.

Somewhat hard to explain but instantly recognizable for their enthusiasm and passion for the old car hobby.

Edd Award

Volunteers make events like the Vancouver ABFM happen. **Edd Langelier** was one of those people who worked every ABFM from the very beginning and that is why this award, introduced in 2016, is named after him in recognition of those who provide excellent volunteerism at classic car events. ABFM 2017

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What's my car worth?

Get it appraised before the unexpected occurs

By Blair Degenstein

The first reason for owners to consider having their collector/special interest vehicles professionally appraised is for peace of mind.

The second reason for having an appraisal done by a professional appraiser is in the event of an accident or unexpected damage, the vehicle's appraisal details will be on file.

After appraisal, the next step is to approach a reputable classic car insurance company—in British Columbia, Pelling Insurance and Hagerty Insurance—to have the vehicle properly insured. These insurance policies are typically “agreed value” type.

In some cases, the insurance company may not consider covering the vehicle based on your own valuation without a third-party appraisal from a recognized and reputable appraisal company. Without this appraisal, you may end up with much less coverage for your vehicle.

When dealing with the British Co-

lumbia provincial insurance company and other private insurance companies, the typical insurance policies they offer do not incorporate programs that recognize older vehicles. As a result, overall, they simply do not properly handle claims that involve collector/special interest vehicles.

In some cases, these insurance companies will contact auto appraisers for assistance to help determine “fair market value”—best-case scenario.

However, in many cases the file is delegated to another department and the claim sent to arbitration. Some arbitration procedures work well, but most do not favour the vehicle owner and may lead to a resolution that involves hiring a lawyer—worst-case scenario.

Accidents happen

As an automotive appraiser, I have reviewed all types of insurance claims over the past six years, some of which included viewing the remnants in a salvage yard.

Naturally, it is far easier to access the



One of the last bastions of attainable mid-century automotive glamour, the MGA continues to grow in popularity and price.

fair market value of a vehicle when it is sitting in a driveway, cleaned, detailed, ready for that next cruise, rally, show and shine or ABFM event, than seeing it in a salvage yard and trying to determine what it looked like seconds before the mishap occurred.

Don't overlook storage risk

If you value your special interest automobile, as much as I value mine, then may I suggest that you take the first step—get your vehicle appraised before something happens. According to auto insurance industry statistics, 35 per cent

of all insurance claims reported on special interest automobiles happen while the vehicle is in storage!

In most cases, insurance companies require that the appraisal be no older than 12 months, so keeping your appraisal up-to-date is also very important.

Blair Degenstein is an automotive appraiser who is owner/operator of C/S Automotive Appraisal Services. Blair's background in auto body repair, fabrication, painting and estimating has given him great insight into the automobile refinishing industry.

INTERVIEW
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The dawn of the sports sedan: Jaguar Mark I/II

By Brendan McAleer



1961 Jaguar Mk II with its spiritual descendant, 2017 Jaguar XE sedan. Photos: Brendan McAleer.

It is the perfect day for a spot of villainy. The sky is cloud-dappled and spotty, the spring air crisp and clear. I've got two strong cuppas of tea inside of me and the keys to a big bore straight-six saloon with wire wheels and a capacious boot. Welcome to the firm, guv. Time for a bit of the old mischief.

Grace, pace, and space;

Jaguar's creed was intended to stir passions among the moneyed. Instead, its muscular Mk II saloon found itself an accomplice to grand larceny. The vehicle of choice for men like Great Train robber Roy "The Weasel" James, Mk I and Mk II Jaguars became the ultimate getaway cars.

In 1962, a team of criminals disguised as businessmen loitered at Heathrow Airport waiting for a plane filled with company payroll. The crooks, who had cunningly concealed leather bludgeons inside furled umbrellas, thumped the security guards and nicked the loot—some £62,000 (\$500,000 in today's money). They then jumped into a couple of Jags and made their escape. The Weasel, who'd come up racing karts in the early days, easily eluded the police, thanks to a combination of skill and his Mk II's superior power and handling.

Today, I'm driving a much-reformed machine, one belonging to All-British Field Meet organizers Patrick and Joan Stewart. "It has a few sins," says Patrick, indicating a small blemish on the driver's side mudguard. And who among us does not?

Featured Marque

The Vancouver ABFM is the largest gathering of British cars in Western Canada, held on the Saturday of the Victoria Day Weekend each year. Taking centre stage as the featured marque this year is Jaguar Mk I & II.

Launched in 1959, they're fabulous machines, possessed of a restrained elegance that's hard to find in the modern automotive world. Many regard them as the first proper sporting saloon.

For contrast, we've also borrowed a new Jaguar XE sedan, the spiritual descendant of the Mk II, from Vancouver dealer MCL Motor Cars. On the drive over, the effortlessly quiet XE diesel purrs along, with plenty of shove when called upon. It's rumoured that Jaguar's Special Vehicle Operations will soon release an SV-R version of the XE to take the fight to German competition like the BMW M3. Hopefully, only those pure of heart get their hands on such a machine.

Next to a modern XE sedan the old Jag looks positively tiny. However, its legend looms large.

Settling into its delicious wine-coloured leather interior, there is much to be admired. Period-correct, wood-rimmed racing wheel—just the sort of thing you can imagine The Weasel fitting as a finishing touch to a hopped-up getaway car. The simple elegance of the Smiths dashboard instruments contrasts nicely with the rich burl of the wood dash. Amongst the switchgear is a button



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marked "cigar." The leather flexes as I lean forward to prime the ignition. It sounds like a fist tightening in a glove.

However, the Stewarts Mk II apparently doesn't trust me yet, and the starter button does nothing. "Ah," laughs Patrick, "It never does this—figures!"

Happily, Jaguar's engineers knew enough about the limitations of the machinery they were working with to install an underhood switch called a mechanic's starter. Patrick pops the bonnet, and fires up the 3.8L straight six. It clears its throat with a warning rasp, and we head out from Queen Elizabeth Park.

The only thing better than a straight-six is a V12. Perfectly balanced in firing order, Jaguar's 3.8L engine produced an exemplary-for-the-time 220bhp (about 190hp by today's engineering rules). Performance was stout: a sprint to 100km/h in about eight and a half seconds, and it could run on past 200km/h. The police's Z-cars (Ford Zephyrs and Zodiacs) struggled to get past 160km/h.

That's not bad by today's standards, and the Stewarts freshly rebuilt 3.8L gives the Mk II long legs. The car simply leaps forward, the throws of the gearbox as heavy as one of those lead-filled blackjacks. There's a fair amount of body roll present, but the Mk II easily has the steam to keep up with modern traffic. There's grey in the hair, but muscle under that old-fashioned suit.

But the Mk II is no blunt instrument. While there are those who prefer the fizzy delicacy of the smaller-engine versions, this big-hearted saloon is a delight. It's a diamond geezer, mate. We cruise slowly past the local



police headquarters and stop in the middle of the street. In an Explorer, a cop glances up from his laptop. He can't help grinning from the cheek of it.


The legends about The Weasel are almost too numerous to list. That he stole jewellery in Monaco. Helped himself to F1 Champion Mike Hawthorne's Jaguar as it sat parked outside the Steering Wheel Club in London. Stole and melted down silver trophies belonging to John Cooper (as in Mini Cooper). Paid cash for a Brabham Formula Junior racing car with the proceeds from the Heathrow heist. After a lengthy stretch in prison, when he was nabbed as part of the gang that pulled off *The Great Train Robbery*, he was hired on by Bernie Ecclestone to mint trophies for Formula One. It's the oddest postscript to a tumultuous life.

Then there's the way in which London's Metropolitan police eventually turned the tables on the criminal element, purchasing hundreds of S Type Jaguars to run the Mk IIs to ground.



When John Thaw accepted his defining role as Detective Inspector Morse, he insisted on a red Jaguar Mk I be the fictional detective's car. It takes a thief's car to catch a thief.

We stop at gravel lot near an abandoned warehouse. Based on the Mk II's earlier performance, I'm a bit reluctant to shut it off, but Patrick does anyway. "It'll be fine," he says, "Go on. It likes you now."

And sure enough, this time, the straight-six immediately bursts to life. We zip out of the parking lot, down a back alley. Change up to third, walk on it. No one's around. Better give it the business then—and if anyone asks, "I never done nuffing!" 

Brenda McAleer is a freelance writer, photographer and automotive enthusiast. His work appears in *The Globe & Mail*, *Road & Track* as well as a variety of automotive publications. In 2016, he received the Bridgestone Feature Writing Award, which recognizes outstanding journalism in the Canadian automotive industry.

A photograph of an open cardboard box filled with various Jaguar car parts, including a timing belt, a water pump, and a thermostat, set against a red background.

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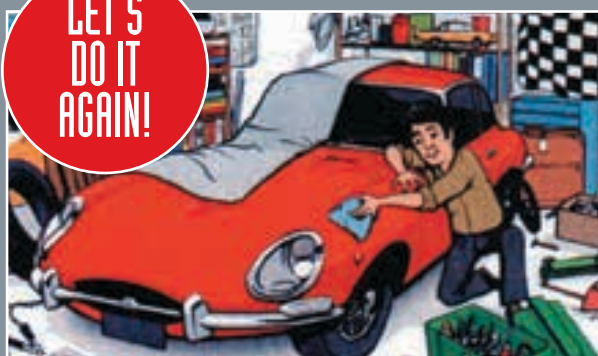
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British built, Italian design

By John Dickinson

On the lawns at the 2017 Vancouver ABFM are some examples of the results of the design collaboration that was very prevalent with the British car industry in the 1960s.

Italian design companies were contracted to refresh outdated models and, in many instances, create brand-new designs to

launch new models.

Here are brief descriptions of some of the major Italian design companies, the influence of which can be seen in many of the cars displayed. Look for the red, white and green ribbons displayed on the information cards on each car.

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Pininfarina

Sergio Pininfarina, who died in 2012 aged 85, will be remembered for many of the finest automotive designs of the 20th Century. As well as his close working relationship with Ferrari and Peugeot, his influence on the British car industry was considerable. In the mid 1950s, he was approached by Austin with a view to injecting some Italian flair into its staid designs. It is said that the Duke of Edinburgh, after being invited to view Austin's upcoming models, expressed his disappointment with the somewhat frumpy and old-fashioned concepts and suggested to managing director Leonard Lord that they should get in touch with Farina.

The 1956 Austin Cambridge was the first product of this association, but it was the 1958 Austin A40, with its crisp, modern design and utilitarian features that really set the tone for much of the products of Austin, and subsequently most of the British Motor Corporation, for the next two decades. The 1100/1300 range, in production from 1962-74, was probably Farina's finest hour, becoming Britain's best-selling car for a decade and influencing not only BMC's product line, but also many competitors.



Although usually referred to as the A40 Farina, to distinguish it from previous A40 models, the Pininfarina-styled Austin was badged simply as the Austin A40.

Michelotti

After submitting a proposal to restyle the 1956 Standard Vanguard, Michelotti essentially became an in-house designer for Standard Triumph. Like Austin, the company recognized that it needed to break out from its conservative and largely unimaginative design mould. Michelotti was responsible for all new models produced by Standard Triumph, beginning with the Standard Vanguard and iconic designs such as the Triumph Herald and Vitesse, Spitfire, GT6, TR4/TR4A/TR5/TR6, 2000, 1300. Later, the Triumph Stag and Dolomite were added to the list.



1955 Arnolt-MG, a four-seater Bertone-bodied car.



Triumph Stag sports tourer, a collaboration between Triumph and Italian designer Giovanni Michelotti.

Giugiaro

Giorgetto Giugiaro was named "Car Designer of the Century" in 1999. As well as his automotive designs, he also designed cameras, computers, furniture and a wide range of other products. Working initially for Bertone and Ghia, he eventually established his own design house in 1968. His résumé includes dozens of manufacturers and many cars recognized as innovative and impactful designs. One of the most influential of his designs was the Lotus Esprit of 1972 – giving full expression to the radical wedge shape that dominated exotic car thinking for decades and arguably still looks fresh today.



Originally, the name Kiwi was proposed for the Giugiaro-designed Lotus, but in keeping with the Lotus tradition of having all its model names starting with the letter "E", it became Esprit.

Bertone

One of the oldest design houses, with a history going back to 1912, Bertone produced designs for many European manufacturers, but only a few in Britain including some notable limited production designs such as the Arnolt MG coupe—one of the most elegant designs of the mid '50s, built on MGT series chassis. Bertone also styled the Arnolt Bristol, the injection of cash from Arnolt essentially rescuing Bertone during a time of financial difficulty. In 1960, Bertone also produced a wonderful design for the Gordon Keeble, a short lived but highly regarded coupe with American power train. Interestingly, the design was penned by Giugiaro, then a Bertone employee.

Ghia

Ghia, another long-established design studio, became the name for Ford of England's top echelon models in its mainstream range in the 1970s and '80s. Ghia versions were usually very well equipped, more luxurious and more exclusive.

Fruea

Fruea struck out on his own after beginning his career with Farina, where he became director of design. Most of his work was confined to Italian manufacturers but he did produce the AC428, intended as the successor to AC's iconic Cobra, and sadly produced only in very small numbers.

Zagato

Zagato's influence is almost exclusively limited to Aston Martin, having collaborated for over 50 years. Its dramatic designs have unmistakable and consistent themes and have influenced many other mainstream manufacturers. The Zagato Astons began with the 1960 DB4GT and continued through a succession of models including the V8 Vantage Zagato and DB7 Zagato up to the most recent Vanquish Zagato.



Zagato-bodied Aston Martin DB4—a joint venture between Aston Martin and Carrozzeria Zagato of Milan.

Touring and Vignale

These two design houses are grouped together because of their role in the Jensen Interceptor. Initially designed by Carrozzeria Touring, the final design and initial production of Interceptor bodies was taken over by Vignale, before production was moved in-house to the Jensen facility in West Bromwich.



Jensen's Interceptor series combined a touring design and Vignale body tooling.

Miracle of Miracles – an XJS Story

With the title of this story suggesting a belief in miracles, a 35-year-old Jaguar car as subject may seem a bit odd, but there are a few examples of life with this old girl, which may demonstrate from where my feelings originate.

For most of life, I have felt that when something is made with the direct energy of human touch, the object retains some of that energy. My Jaguar, which I have always called "The Duchess of Coventry," has always felt like she has some special energy, almost as if she can talk.

Always the certified car nut, it was 1982 when I decided to purchase a brand-new Jaguar XJS. It wasn't my first Jag, having owned one a few years before, but this time I decided I would really splurge and lash out for a new one.

It was lovely; very fast, elegant, with a sumptuous interior and, of course, those impeccable Jaguar manners. It was constructed in Coventry, UK, at a time when Jaguar had upped its game with a massive improvement in build quality.

Having visited the Coventry factory, I could see the enthusiasm of the workers. A fellow in the wood shop showed how he made all the wooden dash panels, perfecting the shape by hand. I watched the women in the leather shop cutting the hides with those big scissors and then sewing them into panels and seats—hand-built cars retain a distinctive character that can only be created by the human touch.



Randy met his wife Brenda and his Jaguar XJS in the same year. They both share common traits: elegant, classy, well-built and dead sexy!

Being quite young at the time of acquisition, I drove the Duchess many kilometres, way too fast and at times rather stupidly. I can say in no uncertain terms, that this car was/is one of my guardian angels.

There are many examples of what I mean by that term, but here are three.

Miracle 1

One New Year's Eve, I was coming home from a little get-together at the home of my significant other (now wife), and I took the long way around the UBC area. Along a deserted West 16th Avenue double-lane section, I wound it up to 200kph. Suddenly, the car was slipping sideways, one way then the other. I had hit black ice. Although I had professional driver training and competition experience, black ice usually means you're just along for

By Randy Cunningham

the ride—no control. In this case, the car straightened itself out and after a few heart-pounding moments, we continued our way unscathed. Miracle!

Miracle 2

On another occasion, whilst blasting down Hwy 99 at about 230kph with a friend, I asked him if he would like to drive. As we pulled over to swap seats, I heard air rushing out of the back tire. Another potential disaster missed. Miracle!

Miracle 3

Some years later, I sold that Jaguar to raise money to buy something else and almost immediately regretted doing so. A few years later, I saw the fellow to whom I sold that XJS driving through West Vancouver. My heart jumped—like seeing an old flame. That was the last I would see of her for another 10 years.

Having spent those 10 years being Jag-less, I decided I wanted to have another in my life. I visited a friend's Jag shop to inquire about one for sale. Negative. About 45 minutes later, I stopped at a convenience store to pick up an *AutoTrader* and, lo and behold, there was my old black Jaggy for sale. She had been living a coddled life with a collector in Sechelt. Absolute Miracle!

MIRACLE Continued on page 14



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Hagerty Program youth judges at the first ABFM youth-judging event.



2016 Student Judging Award: (left to right) Sgt. Tim Houchen; Philip Langridge, honourable mention Bentley owner; Naskarz youth judge; TVR owner Kip Kallweit, winner. Photo: Jeremy Stewart.

Young People

The future of the classic car hobby

The organizers of the Vancouver ABFM acknowledge that the future of the classic car hobby rests with young people and in 2010 introduced youth judging program in association with the Hagerty Youth Judging program.


Youth Judging is part of the ABFM's education mandate to grow the interest of the hobby among young people.

"It's an effort to do something about the aging state of our classic car population by raising the interest levels of young people to the fun of owning a classic car," said Joan Stewart, co-event organizer, Vancouver ABFM.

The ABFM's current student judging program is partnered with



NASKARZ, an organization that works with at-risk young people, teaching them automotive skills. The NASKARZ Program, "Never again steal cars", is designed to get young people from Vancouver's downtown east side into automotive, social and education opportunities.

Pre-selected cars at the ABFM are judged by a team of automotive students under the direction of program leader Tim Houghen. 

2017 Vancouver ABFM Show Poster Art

Vancouver ABFM official artist-in-residence Michael Stockdale brings his considerable creative talent to the creation of the 2017 official event poster artwork, a copy of which all registered entrants receive.


The official poster artwork is derived from Stockdale's 12" x 16" signed, unframed, acrylic painting presented on stretched canvas, which reflects his intimate knowledge and love of vintage and classic cars.

Titled *Arrival: VanDusen ABFM 2017* and featuring Jaguar Mk II & V, plus E-Type with Morgan following, the original painting of cars arriving at VanDusen Garden is typical of Stockdale's style, which tells a warm human story within the main feature



of the painting.

Stockdale's work has been called a celebration of life—a very personal vision of his surroundings, with primary importance given to colour and composition that produces dreamlike, whimsical scenes to engage the viewer's imagination.


To learn more about Michael Stockdale and his painting, visit vimeo.com/7964619. 

MIRACLE Continued from page 12

Naturally, I couldn't get on the ferry fast enough and, of course, she returned to me. Now, we'll never part.

My mum had always said we were a Jag family (Dad had one) and we mused that if God drove a car, it would be a Jag.

As a *Road & Track* writer once said of Jags: "Gloriously swift, uncannily quiet and safe as houses."

Randy Cunningham has been crazy about things with wheels for decades. Leaning to the old and interesting, his interests range from 848cc's (Imp) to 35-litre Hall-Scott V12 Defenders. 

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Summer Events Guide

A selection of car events in British Columbia

For complete list, visit www.autoeventlist.com and www.carnut.ca

May

- 20** Vancouver All British Field Meet (ABFM), VanDusen Garden, Vancouver, BC (British vehicles)
- 21** Vancouver All British Whistler Run, Park Royal Mall to Whistler Olympic Oval (British vehicles)
- 21** Peachland World of Wheels Car Show, Peachland, BC (all vehicles)
- 26-27** 48th Coastal Swap Meet, Tradex Centre, Abbotsford, BC
- 28** GVMA's Spring Show, Harbourside Place, North Vancouver, BC (Mustangs, Fords)
- 28** Ride to Live Classic Vehicle & Motorcycle Show, Abbotsford to McKenzie (all vehicles & bikes)
- 28** East Van Show & Shine at The Whip Restaurant, East 6th Avenue, Vancouver, BC

June

- 2-4** Cactus Jalopies Desert Wine Tour/Car Show, Osoyoos, BC (all vehicles)
- 03** Burnaby Heights Hats Off Day Show & Shine, Burnaby, BC (all vehicles)
- 04** 24th Annual A&W Show Shine, Duncan, BC (all vehicles)
- 04** 29th Annual Model A Sunday, Fort Langley, BC (pre-32)
- 10-11** SCCBC – CACC Road Race #3, Mission (Raceway Park), BC (races) www.sccbc.net
- 11** 27th Lions Sockeye Run Car Show, Richmond (Steveston), BC (all vehicles)
- 11** Trev Deeley MC Show & Shine (100th Anniversary), Vancouver, BC (all vehicles & bikes)
- 16-18** Seaside Cruizers Father's Day Show & Shine, Qualicum Beach, BC (all vehicles)
- 17** 22nd KMS Tools Coquitlam Show & Shine, Coquitlam, BC (all vehicles, pre-72)
- 18** N. Okanagan VCCC 23rd Father's Day Car Show, Vernon, BC (all vehicles)
- 18** British Car/Motorcycle Father's Day Show & Picnic, Victoria (Beacon Hill Park), BC (British)
- 23-25** Peach City Beach Cruise, Penticton, BC (all vehicles)
- 24-25** SCCBC – Driver Training, Mission (Raceway Park), BC (races)
- 24-25** 8th Penticton Beach Collector Car Auction, Penticton, BC (Auction)
- 25** Victoria Swap Meet, Saanich Fairgrounds, BC

July

- 01** Jelly Bean Autocrafters Canada Day Show & Cruise, 19425 #10 Hwy, Surrey, BC (all vehicles)
- 01** Steveston Salmon Festival Car Show, Richmond, BC (all vehicles)
- 08** BC Vintage Truck Museum Show & Shine, Cloverdale (Fairground), BC (all trucks)
- 08** Collector Car Appreciation Day, province-wide BC
- 09** 25th Annual Mopar Madness, Langley, BC (Mopar vehicles)
- 09** Dueck Downtown Classic Car Show, Vancouver, BC (all vehicles)
- 09** BC Corvette Club Waterfront Show & Shine, North Vancouver, BC (Corvettes)
- 15-16** SCCBC – CACC Road Race #4, Mission (Raceway Park), BC (races)
- 23** Royal City Shown & Shine, New Westminster, BC (all vehicles)
- 28-30** Jaguars on the Island, Victoria (Windsor Park), BC (Jaguars)

August

- 06** Dueck on Marine Classic Car Show, Vancouver (Marine Drive), BC (all vehicles)
- 10-13** All Triumph Drive In, Wenatchee, WA (Triumph vehicles)
- 12** The Truck Show, Chilliwack (Heritage Park), BC (pre-80 trucks/SUVs)
- 19-20** 30th British Columbia Historic Motor Races, Mission (Raceway Park), BC (races)
- 19** Heritage Classic Show, North Vancouver (Waterfront Park), BC (British)
- 20** Ladner Classic Car Show/Quilt Walk, Ladner, BC (all vehicles)
- 20** 34th Mustang & Ford Roundup Show, Langley (George Preston Ctr.), BC (Mustangs, Fords)
- 26** Harrison Hot Springs Lakeside Car Show, Harrison Hot Springs, BC (all vehicles)

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