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## ABFM JUDGES ROSTER

Vehicle awards are attained under the direction of Chief Judges Nigel Matthews and John Allen using two methods: Entrants Choice voting and assigned Judging of Sponsored Classes (see also Special Awards page 18).

**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, Lain Ayre

#### BEST DEBUTING RESTORATION:

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

**JUDGES:** Brendan McAleer, Nigel Matthews, John Allen

#### BEST FIRST-TIME ENTRANT

**JUDGES:** Ian Wood, David Gilmore, Martin Phillips, Calvin Tan, Wes Stinson

#### BEST MODIFIED VEHICLE

**JUDGE:** Jim Hilton

#### YOUNGTIMER AWARD (30 & UNDER)

**JUDGE:** Kellen Voyer

#### LAND ROVER SPIRIT AWARD

**JUDGE:** Don MacDonald

#### Featured LR70 Award

**JUDGE:** Tony Whitney

#### Featured Marque Award

**JUDGE:** Nigel Matthews

#### STUDENT JUDGING AWARD

**JUDGES:** NASKARZ students

## 2018 ABFM SHOW GUIDE

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"We're on our way" by Michael Stockdale.

# Welcome to Your Show!



Yes, it is YOUR Show! You are the keepers of these wonderful machines and you are the admirers who come to observe, pay homage and be inspired by the *Greatest Show on British Wheels* – recognized last year with a five-page feature article in the world's best-selling international classic car magazine, Britain's *Classic and Sports Car Magazine*.

Every year, we are inspired by the sight of so many of you who take the time and effort to display your British classics on the manicured lawns of beautiful VanDusen Botanical Garden, one of the most beautiful classic car venues in North America. And for those of you who like to take a walk down memory lane, thanks for supporting our little classic car garden party, now celebrating its 33rd year.

As is tradition, each year we pay tribute to select marques celebrating a significant anniversary. It's hard to believe that 70 years ago, almost to the month (April 30, 1948) at the Amsterdam Motor Show, the little Series 1 Land Rover was unveiled. Within a few short years it transformed the agriculture industry, became known as the 'Farmer's Friend' and revolutionized adventure and four-wheel driving around the world.

Today, after much success with current owners Tata Motors, Jaguar Land Rover (JLR) models enjoy continued success, but mostly of the urban type!

Visit the Land Rover display (Classes 47, 48, 49) and see the journey that 70 years has made on this marque. The fully restored famous Grizzly Torque Land Rover, which was used to transport renowned Canadian naturalist-artist Robert Bateman and biologist Bristol Foster around the world in 1956, is also on display.

The Jaguar XK120 also celebrates a 70th birthday and several pristine examples of this iconic 1950s sports car can be seen displayed with the Jaguar XK/MG Club 50th display.

Another to-the-day debuting featured marque is the beloved Austin Healey Sprite, affectionally known as the 'Bugeye' due to its fixed above-hood headlight—a flip-up version having been rejected due to cost.

Unveiled 60 years ago on May 20, 1958 in Monte Carlo, the Sprite was designed by Donald Healey and built by British Motor Corp (BMC) as a cheap parts-bin sports car. Almost 50,000 were built until the Mk II version debuted in 1962.

Many were raced back in the day and are still



campaign today, even though their values have skyrocketed. Visit the BC Historic Motor Races display in Modified section (Class 52) to view two racing examples and be sure to see the main Austin Healey Sprite (Class 05) featured display for a picture-perfect collection.

In two-wheel-better-than-4-wheel class, Triumph Speed Twin motorcycles are celebrating the introduction of this engineering breakthrough in 1938. This was when Ed Turner designed the new engine-parallel twin with both cylinders side-by-side, not the traditional single cylinder and V-twin design. By 1949, almost all British bike makers had adopted this parallel twin design that is still in production. Read Robert Smith's report on page 8 and see examples at the British Owners Club display (Class 57).

Andrew Newton's *Undervalued Classics* article on page 4 is sure to bring a flood of 'what about' responses. ABFM enthusiasts are known for their informed opinions, so send us the names of what marques you think should also have been included.

Note: the article lists US\$ prices, so don't expect to get those rates here in undervalued BC.

In keeping with controversial themes, read Canada's award-winning journalist and ABFM judge, Brendan McAleer's provocative story on page 6/7. You might not agree but be assured this is the way of the future and the next generation of classic car enthusiasts.

Have a wonderful time at Your Show, enjoy fellow enthusiasts, take time to chat with owners, support event sponsors, and buy a classic to drive home.

We wish you a lifetime of happy motoring,

**PATRICK & JOAN STEWART**

Vancouver ABFM Show Organizers

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# 10 undervalued British classics

By Andrew Newton

It's no secret that vintage BMW and Porsche prices have had a strong go of it the past few years, as have many classic and modern Japanese performance cars. British cars have generally been flatter than other segments of the market. That's a shame, since there are quite a few English vehicles out there that are rare, gorgeous, fast, interesting, or a combination of all four yet remain temptingly cheap compared to some of their rivals.



**1978–81 Triumph TR8:**  
**Hagerty Price Guide value:**  
**\$4,100–\$23,500**

Triumph went out on a higher note with the TR8, which followed the not-so-successful TR7. They fixed many of the TR7's issues with the aluminum 3.5-litre Rover V-8, as it packed quite a punch (for the late 1970s, anyway), while sacrificing little in the way of weight or handling. It earned the nickname "the English Corvette" while for *Road & Track*, "the only other thing we could ask for is good looks."

The TR8 has a lot going for it in terms of rarity and performance, and the availability of eye-catching colours and plaid seats make up at least a little bit for its looks. Nevertheless, the TR8 remains temptingly cheap, and not even all that much more expensive than the TR7 (\$2,000–\$14,300). If you want a British sports car with a (relatively) big V-8 but are on a budget, there aren't really any other places to turn. A Sunbeam Tiger is pretty much the next most affordable choice, but that's in an entirely different price point.



**1973–77 TVR 2500M:**  
**Hagerty Price Guide value:**  
**\$8,900–\$33,200**

This was TVR's first real volume model and when the 2500M debuted at Earls Court in 1971, the company even hired two nude models to pose with the car for the press day. It brought a lot of attention to the little carmaker in Blackpool. The "M" Series models featured Ford fours and

V-6s, but the most common one in this country was the 2500M with a 2.5-litre straight-six from the Triumph TR6. Underneath the fiberglass bodywork was a backbone-type chassis, and the whole package weighed barely 1,000 kg. TVR made less than 1,000 of them, although many came to the U.S.

The 2500M is an immensely fun car to drive, with sharp, direct steering as well as a great noise (though not a ton of power) coming from the Triumph six up front. Despite the rarity, components aren't all that hard to find given the parts bin nature of TVRs. But even though it's much rarer, lighter, faster, more spacious and arguably better looking than the TR6 with which it shares so many parts, it's not all that much more valuable than the Triumph (\$6,800–\$36,500). And even though the eccentricities and exclusivity of old TVRs have attracted some attention in recent years, with prices rising significantly, their current values still seem like a bargain considering the rarity and performance.



**1946–52 Bentley Mk VI:**  
**Hagerty Price Guide value:**  
**\$18,700–\$65,300**

Coachbuilt cars are another story when it comes to prices, but the standard steel Bentley Mk VI represents a serious value when it comes to classic hand-built English luxury magnificence. While not the most graceful car to wear a Bentley or Rolls-Royce badge, the Mk VI is nevertheless attractive and just looks expensive. There's a reason why they make such popular wedding cars. If you can find one free of rust with good leather and wood, it won't cost as much to keep up with as you might think, and the purchase price will be considerably less than many other me-

chanically similar Bentleys or Rolls-Royces of the period.



**1966–73 Triumph GT6:**  
**Hagerty Price Guide value:**  
**\$4,400–\$19,500**

The Triumph GT6 is more than just a Spitfire with a roof. Meant to take on the MGB GT, the GT6 is both quicker and better looking. Its engine is smoother, has two more cylinders, and makes a better sound and, because the GT6 didn't sell all that well in period (about 41,000 total), it's also considerably rarer. Despite all that, the two little coupes carry similar price tags in today's market. Until the past year or two, the GT6 was cheaper than the MG.



**1976 Jensen GT:**  
**Hagerty Price Guide value:**  
**\$3,000–\$16,500**

Despite lots of initial promise, the Jensen-Healey wound up being a bit of a disaster and played a big part in killing off Jensen. The underdeveloped Lotus 907 engine had problems early on and ruined the car's reputation. Jensen's last hurrah was the GT, which the company hoped would combine the sportiness of the Jensen-Healey with the refinement of the Interceptor, thanks to a walnut dash, power windows, air conditioning and optional Connolly leather.

The hand-built GT cost about 10 grand at a time when a Datsun 280Z set you back \$6,600 and a Corvette could be had for \$7,600. Only about 500 were built. Despite the rarity and better equipment, the Jensen GT comes at a similar price to the much more common and less well-equipped soft top Jensen-Healey. And if you're a fan of sporty classic shooting brakes, your only other affordable choice is the Volvo 1800ES, which is worth between \$8,400 and \$42,500.



**1967–74 Lotus Elan Plus 2:**  
**Hagerty Price Guide value:**  
**\$9,100–\$33,900**

A former owner once joked to me that the only reason Lotus built the Elan Plus 2 was so that you would have a nicer place to wait for the tow truck. That said, the Plus 2 is nearly as handsome as the two-seater version and has most of the performance. The Elan, after all, is one of Gordon Murray's favourite cars, and *Car and Driver* exclaimed that it "fits like a Sprite, goes like a Corvette and handles like a Formula Junior." The four-seater version cost nearly as much as an E-Type when it was new, but in the collector car market the two-seater is the iconic one and it will always be more valuable. If you can sacrifice a little performance and style, the Elan Plus 2 is a tempting value, especially when you compare it to E-Types and Porsche 911s of this vintage.



**1990–93 Lotus Esprit Turbo SE:**  
**Hagerty Price Guide value:**  
**\$15,700–\$44,800**

The first Esprits were poorly built, even by Lotus standards, and the last twin-turbo V-8 models are still expensive, but there's a sweet spot in the middle with the 1990–93 four-cylinder Turbo SE. With 264 horsepower on tap, the car is quick with 0–60 mph in less than five seconds, and of course it has the outrageous styling, light weight, and handling that had already made the Esprit famous.

When it was new, the Turbo SE was a solid value compared against other higher end performance cars and it's the same story when it comes to the collector market today.

**Continued on Page 9**





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# British car enthusiasm will be saved by screaming Japanese engine swaps

By Brendan McAleer

To the casual observer, Japanese and British auto manufacturing is as different as chalk and cheese, sushi and spotted dick, driving your car to a location and arriving, or having to push it there because several important bits have gone *sproing*. On one hand, there exists the same sort of joyless reliability you get from your toaster. On the other hand, you have cars filled with so much character, they leak it all over the ground. Oh, hang on, that's the oil.

But the two are closer than you think.

Japan owes something of a debt to British motoring because many early Japanese efforts were little more than rebadged English cars. Long before anybody thought about fire-breathing, all-wheel-drive Skyline, Nissan was building the homely little Austin A50 under license. Moreover, consider the perfection of the Miata, which takes the spirit of the great British roadsters and makes just the tiniest tweak of not having the doors fall off every seven miles.

So here are three examples of the

excellence of Britishness infused with Japanese martial prowess: **a Hayabusa-powered Caterham, a Mini Cooper with an Integra Type-R swap, and a Ford Escort rally car with 9,000rpm worth of S2000 motor.**

They're here, they're spectacular, and they're going to save British motoring.

Nothing is forever in the automotive world and if you're a fan of British cars, you should probably be a tad worried. The pool of people who have the expertise to keep these occasionally cranky machines on the road is shrinking, and the average age of owners is rapidly approaching oldman-yells-at-cloud-of-steam levels. Just as the values of more common cars from the '30s and '40s continue to plummet because no one wants them, it's entirely possible to imagine a world where British car enthusiasm has Brexited stage left.

But here's something that doesn't need to be explained to you by some tweedy looking bloke with greasy fingernails and a moustache like Nigel Mansell:

the hobnail boot that thwacks you in the kidneys when you go second-to-third with a pull on the sequential box in a motorcycle-engined, four-wheeled coffin.

With a curb weight of around 1,200lbs and about 250hp under your left foot, Curt Shephard's 2004 Caterham Super 7 accelerates with sufficient violence to give you a stiff upper, uh, lip. Its Hayabusa-sourced engine, bored to 1,400ccs, screams towards 13,000rpm in a frenzy, the tiny steering wheel translating terrified muscle twitching into instant changes in direction.

There exists a caffeinated, fortified wine called Buckfast, made in Devon and frequently used as an excuse by people arrested for repeatedly headbutting their neighbours. That's the Caterham Super 7, an ancient recipe spiked with an unreasonable amount of stimulant.

Shephard is an old hand at hillclimbs, track days and autocross, but he uses his Super 7 for longer adventures. Last year, it even saw a considerable amount of gravel use, which is a level of lunacy that used to

require at least a peerage.

"I drive it every day," he said. I would, too. After giving up coffee.

Next to it is Felix Yuen's backdated JDM Mini Cooper, which somehow has a Honda B18C stuffed in its nose. When he removes the hood, it looks like a Jack Russell that's half-swallowed a basketball.

The Japanese market received Minis – called Rover Minis – well into the 1990s. Yuen reports that Japanese car culture still reveres the little car and that many of the fans go to great lengths to preserve them. "Because it costs more to pay the road tax on a Mini than a newer car," he said, "You never see one that isn't really well cared for."

JDM Minis are also a popular choice for import, as many of them have attractively low mileage. As imports aren't particularly expensive, they attract a different sort of owner from the period-correct obsessive who might spend years looking for the right grille badge. Yuen came to Mini ownership after buying an R32

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*They're here, they're spectacular and they are going to save British motoring.*



*Hayabusa-powered Caterham.*



*Hayabusa and Integra power keep company.*



*Britishness infused with Japanese martial prowess—Mini Cooper with Integra Type R engine swap.*

Skyline and built this one up to mirror a car his mother owned, learning bodywork along the way.

However, he also more than tripled the horsepower, flared out the fenders to swallow fat, small-diameter wheels and dialled in a suspension that gives the Mini the ground clearance of a Corgi. It's a little terrier of a thing, easily capable of yapping at the heels of Shephard's Super 7, with an oddly appropriate Honda soundtrack.

That sound befits a purpose-built racing machine, too, as it does with Dave Pledger's Ford Escort rally car. Gone is the old 1600cc engine, replaced with the 2.0L jewel out of an S2000. Other upgrades were required to handle the power: with near-unobtainable replacement Escort rear differentials costing around \$15,000, Pledger swapped in a Tacoma unit. He

also rebuilt the rollcage to CASC spec, the original safety structure being made to *laissez-faire* British standards.

Pledger is a self-taught mechanic, having learned the basics through necessity as a penurious student. "My car needed brakes, and they told me it was a \$400 job," he said, "I thought, well then I can't drive."

Inducted into the rallying life with a tilt at the Targa Newfoundland in a 1959 Mini, Pledger soon realized the wavy Maritime roads would need something with a little more forgiving suspension. He bought the Escort and campaigned it in 2013, where it promptly blew out its original rear differential. It's all well and good for Paul Walker to jump one of these over a highway barrier in the movies, but real life is a little harsher.

However, now the Escort is sorted and

suited for battle and Pledger's been tightening the nut behind the wheel with stints at Dirtfish rally school. "I'd like to have one more go at Targa Newfoundland," he said, "But my next goal is a gravel rally."

The Vancouver ABFM has a category for machines such as these. Its Modified Class celebrates bending the rules a little — Shephard's Caterham is a former class winner — and the section is always a crowd favourite. Even the purists don't seem to mind.

Perhaps that's because they recognize the best of British in cars that carry a mixed lineage. The motorcycle engine Caterham Super 7, handmade in Che-mainus, B.C., by a former Can-Am racer, is just the sort of shed-built madness that put most of the sporting English marques on the maps. Pledger's well-fettled racing machine lets an old warhorse get out in

the dirt and go toe-to-toe with the modern machines that would usurp its title.

And Yuen's Mini, built with youthful passion and resolve, is just the sort of car that original Mini fans would have been trying to build in the 1960s, wrenching away just trying to make their little cars as fast as possible.

The mods may not be period-correct; the intention is. To a generation that grew up building hot Honda Civics and drift-happy Nissan 240SXs, it turns out British car enthusiasm doesn't need much of a translation. Bust your knuckles. Break parts. Make things faster. Go driving.

*Brendan McAleer is an award-winning journalist, who tells wonderful automotive stories that appear in various publications, including "Road & Track" & "Globe & Mail."*

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# British Motorcycle Owners Club celebrates 80 years of Triumph Twins

By Robert Smith

This year, along with a variety of British bikes, the British Motorcycle Owners Club is featuring “80 years of Triumph Twins,” at the Vancouver All-British Field Meet (ABFM).

In 1938, Triumph introduced the Speed Twin, a new model that revolutionized the British motorcycle industry and influenced motorcycle design worldwide for the next 30 years. Triumph’s Edward Turner designed the new engine with two cylinders side-by-side—the parallel twin. Until that time, most British motorcycles were single-cylinder or vee-twin designs.

By 1949, almost every British bikemaker had a parallel twin in their lineup.

Perhaps the pinnacle of parallel twins was the Triumph Bonneville of 1959. The design was copied and emulated around the world and became the must-have engine until the early 1970s.

In 2017, Triumph sold 63,400 motorcycles, increasing its worldwide sales, along with global revenue, for a third-straight year.

In 2018, the revived Triumph Motorcycles Ltd (formed in 1983) still makes motorcycles with parallel twin engines, used in the new Bonneville, Scrambler, Thruxton, Speedmaster and Street range.

**Robert Smith is President of The British Owners Motorcycle Club and an automotive journalist.**



1938 Triumph Speed Twin.



1968 T120 Bonneville 650



1959 5TA Speed Twin 500



1982 T140ES Bonneville 750





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## Continued from Page 4

Compared to a Porsche 964 of the same era, the Esprit has 14 more horses and weighs less, but comes at a notably cheaper price. The Esprit also comes in at way less than an early Acura NSX despite similar performance.



**1997-03 Aston Martin DB7:**  
**Hagerty Price Guide value:**  
**\$19,200-\$63,500**

Yes, it will savage your bank account with every trip to the shop, and yes, the interior has some dated Ford switchgear, but the DB7 currently trades at prices that would otherwise buy you a new Mustang or Camaro and that's worth noting. Even the nicest V-12 Volantes cost a fraction of their original six-figure MSRP, and the Ian Callum-penned is a lot less dated-looking than the interior, so it looks way more expensive than it is.



**1961-66 Jaguar Mk X**  
**Hagerty Price Guide value:**  
**\$7,200-\$31,500**

The Mk X debuted at the same time as the E-Type, so it's easy to forget that it was a major departure for Jaguar. It ditched the tall and bulky shape of the Mk 7-9 in favor of the low, feline style with four headlights that characterized Jag sedans for decades to come.

The Mk X is a huge car with room for six adults, and were it not for the badge on the steering wheel, occupants could be fooled into thinking they were in a Rolls thanks to a forest's worth of wood and fold-out tables in the back.

The Mk X reportedly drives like a much smaller car, and under the hood is either a 3.8- or 4.2-litre version of the legendary XK straight-six with the same power figures as the E-Type to work with.

Despite the style, performance and luxury, Mk X values are still in entry-level classic territory and have stayed there for some time.



**1982-87 TVR 280i**  
**Hagerty Price Guide value:**  
**\$5,200-\$15,500**

The styling for the TVR Tasmin series was done by Oliver Winterbottom, who also did the Elite/Eclat for Lotus and had a major part in the Esprit, but the TVR managed to look more like a doorstop or a wedge of cheese than any of them.

The styling may have been a major change for TVR, but it was overall still the familiar formula of backbone-type chassis with fiberglass body on top and relatively powerful engine under the hood, in this case a Ford Cologne 2.8-liter V-6.

Out of the whole Tasmin series, TVR built about 2,600 total cars, and only about 500 examples of the 280i version came to this country. Sadly, we didn't get the Rover V-8-powered 350i.

The 280i was actually the last TVR imported to the United States, but despite its rarity and solid performance as well as the rising interest in earlier TVRs, the

"wedge series" models remain seriously affordable compared to other cars with similar performance of the period. They are currently the most affordable cars with a TVR badge.

*Story courtesy of Hagerty.ca*

*Editor's Note: Most of these classics are on display at the show, so look and compare values and let us know which additional classics should be included. [jstewart@westerndriver.com](mailto:jstewart@westerndriver.com).*

## Around & About at the ABFM



*John Armitage with his 2009 Aston Martin V8 Vantage, Coupe. Visit the Aston Martin section on the field (Class 01) to see a range of these luxury sports cars. Photo: Derek Lepper.*



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*I just bought it, but don't tell my husband!*



*It's garden party time!*



*Nice badges! License plate tells the story.*



*Ex-racing car of Mexican Grand Prix driver Pedro Rodriguez.*



*Afternoon delight?*



*Oldest classic on the field—1911 Rolls Royce Silver Ghost.*

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## A man in a blue jacket is serving food from a stall. The stall is decorated with Union Jack flags. Another person in a blue jacket is visible in the foreground, looking towards the stall.

A photograph of three people sitting on motorcycles outdoors. The person on the left is wearing a dark jacket and sunglasses. The person in the middle is wearing a light-colored jacket. The person on the right is wearing a blue and white jacket. They are all smiling. The motorcycles are parked on a grassy area with trees in the background.

A photograph of a white Volkswagen Beetle parked on a grassy field at a car show. Other cars and people are visible in the background under a white tent.



## Guide to Car Displays



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## Naskarz Youth Judging Program

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

The ABFM's current student judging program is partnered with Naskarz, an award-winning program designed to promote social inclusion of at-risk young people from Vancouver's Downtown Eastside, teaching them automotive skills and providing them with social and educational opportunities.

The Naskarz program is run out of the garages at the downtown BCIT campus and program leader Sgt. Tim Houchen has been a mentor for several years.

Pre-selected cars at the ABFM are judged by a team of Naskarz automotive students, under Sgt. Houchen's direction.

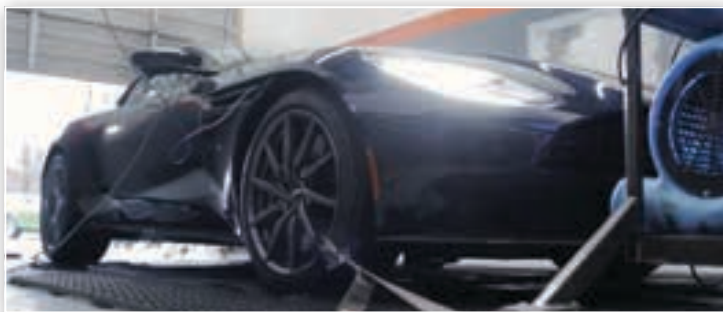
Last year's pre-selected cars for



**John Peirson (left), winner of the 2017 Naskarz Student Judging Award, receives his trophy from Sgt. Tim Houchen, Naskarz program leader.**

judging were a 1911 Rolls-Royce Silver Ghost, 1966 Jaguar E-Type 2+2 and a 1972 Triumph GT6 coupe. The winning choice was the 1911 Silver Ghost that received 10 out of 10 votes for an engine compartment with all-original fittings.

## A BC world-first: Highly tuned Aston Martin DB11 V12



**Tuned Aston Martin DB11 spinning wheels on the Dyno.**

Continuing to break ground as a leading Aston Martin tuning company, VelocityAP in Penticton, B.C., has produced the first tuning package for the Aston Martin DB11 V12.

When the 5.3L Twin Turbo V12 was announced at the same 600BHP as the outgoing 6.0L normally aspirated version, VelocityAP knew there was plenty of power being left on the table for future model upgrades by Aston Martin.

"Through significant investment, coupled with our extensive knowledge of Aston Martin's engines and control systems, we were able to access the electronic control unit and develop a complete map pack for the DB11," said Stuart Dickinson, CEO Velocity AP. "We

took multiple trips to the client's location, spending four days in total testing our tuning files, not just for power and torque, but for safety and driveability."

According to Dickinson, low rpm torque on the Aston Martin is so huge that it was difficult to stop the mighty V12 from spinning its wheels on the Dyno machine!

Cost for the Aston's performance enhancements, US\$7,290.

VelocityAP is a leading global manufacturer of performance exhaust and tuning products for exotic cars. Their products are developed and tested on street and in racing environments to give seamlessly integrated upgrades to a car's performance.

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Official fuel consumption figures in UK mpg (l/100km) for the McLaren 570S (3,799 (cc) petrol, 7-speed Seamless Shift dual clutch Gearbox (SSG): urban 17.2 (16.5), extra urban 38.4 (7.4), combined 26.6 (10.7). Official combined CO2 emissions: 249g/km. The efficiency figures quoted are derived from official NEDC test results, are provided for comparability purposes only, and might not reflect actual driving experience.

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Close to 100 cars at the 2018 Vancouver ABFM are original, unrestored (identified with a grey ribbon and windshield card).

## It's an Original!

By Patrick Stewart

You've heard it all before: survivor cars, original unmolested, worn-in not worn-out, time capsules and a more recent one, barn-find classics.

These are some of the terms that describe, arguably, the most significant class of classic, vintage and collector cars existing today, undoubtedly, the most debated classic car topic since Richard Lentinello's, 2008 book entitled *It's Only Original Once: Unrestored Classic Cars*.

As far back as 2001, we take some credit at the Vancouver ABFM for introducing and encouraging the attendance of original, unrestored vehicles to the show. Original, unrestored was defined then, as now, "as close as possible to factory, original condition."

That's the tricky part. After many years since departing the factory floor, numerous owners, and an accumulation of high mileage it is rare to find a privately owned classic today that hasn't been messed with to some degree.

When inviting owners to display their classics, a frequent response is "my car isn't good enough to be put in the show."

Answer: true enthusiasts love old cars in any condition, so why not show it.

Character and reverence for history is what makes them significant and interesting. They can be compared to valuable antiques or major works of art—to mess with them is to destroy their value.

For many enthusiasts, classic cars that have enjoyed a life of being cared for radiate the most character and benefit from today's higher values. These

unrestored classics often carry a similar or higher value than many expensive concours restored trailer queen examples.

At the Vancouver ABFM, there are three classes of restored classics that contrast with original, unrestored models.

The restored class categories are based on the amount spent on the restoration process, providing a fair comparison between the garage do-it-yourselfer and those done by a restoration professional.

Original and restored cars are identified with coloured ribbons and matching windshield cards for easy identification and comparison. As with other shows, seeing these classics parked near to each other serves to help educate and raise further discussion. Restore or Preserve? That is the question.

The rise of the ultimate original classic, the so-called barn-find classic, is not surprising and mostly the result of investor auction houses seeing an opportunity to increase values. Buyers beware of fake 'garage dust', as these forgotten originals can turn out to be something less than original!

The restoration process has become better defined and understood over the past 10 years because of dedicated TV shows, increased media coverage and classic car seminars hosted by leading industry players. Also, the addition of preservation class judging at major concours events has also added prestige and helped to increase values.

Continued on Page 16





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## Continued from Page 14

Reflecting cultural differences, the trend in the U.S. is in favour of bright and shiny restorations, while original patina tends to win out in Canada and Europe.

In the face of increasing government automobile restrictions, it's wonderful to learn that the Specialty Vehicle Association of BC (SVABC) has announced that July 2018 has been designated by the Province of British Columbia as Collector Car Appreciation Month (CCAD 2018). This proclamation is in recognition of all enthusiasts for their community service through charities, food banks, school breakfast and lunch programs, mechanic bursary education programs, assisting seniors and the corresponding economic spin off. Hopefully, this well-deserved and overdue recognition will help prolong the existence of the hobby and its important community, historical and cultural contribution.

Nigel Matthews, Global Director of Client Services, Hagerty Insurance, and his team of collector car volunteers spent many years lobbying hard to raise the profile and importance of our local collector car hobby and they are deserving of our combined congratulations.

The old car hobby is driven by each enthusiast's personal preferences—whether it's the enjoyment of driving an original, unrestored classic that has enjoyed a lifetime of care and attention, the satisfaction of driving a freshly minted, ground-up restored model, or

the stimulation of a Japanese-powered, modified classic version (see Brendan McAleer's story on page 6), there is choice for all.

In the final analysis, whether it's original, unrestored or restored, if the integrity and character of the car is maintained and it is being driven and enjoyed, surely that's what really counts.

And I didn't even mention reengineered or reimagined classics! A definite topic for next year's Vancouver ABFM and ongoing debate among fellow enthusiasts.



*Aston Martin DB5 undergoing a ground-up restoration. Would the original unrestored car be worth more? Photo: Patrick Stewart*

## Canadian Classic MG and XJ Jaguar Register Club to celebrate 50th anniversary in 2019



All British cars, especially Jaguars and MGs, are invited to join the celebration of the 50th anniversary of the Canadian Classic MG and XJ Jaguar Register Club in 2019.

Mark August 16, 17 & 18, 2019, on your calendars, when the club returns to its roots in the Surrey/White Rock area for a Heritage Concours weekend.

There will also be a special President's Run that will occur over a period of nine days in late September 2019,

as the club revisits past event locations.

In addition to many other celebratory events that will be held throughout 2019, a special Golden Anniversary commemorative dash plaque will be produced.

Register now to keep abreast of all the plans as they develop. Email [jag.mg.golden@gmail.com](mailto:jag.mg.golden@gmail.com). Tel: (604) 985-4020.

**Ian & Doreen Newby, Planning Committee**



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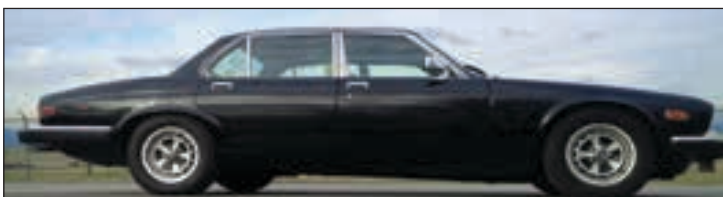
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# Collector Car Appreciation Month



The Specialty Vehicle Association of BC (SVABC), the lobby group committed to preserving the collector car hobby and supporting B.C.'s car enthusiasts, is all revved up for a momentous year of Collector Car Appreciation Day celebrations in British Columbia.

At the request of the SVABC, the Province of British Columbia has issued a Proclamation declaring July 14, 2018, and the month of July 2018, as Collector Car Appreciation Day (CCAD) and month.

"We are extremely happy to see this program continue, this is the (5) fifth year for CCAD and the participation continues to grow, most [car clubs] already have plans in place for 2018," said Bob Kelly, SVABC president. "CCAD is all inclusive, all vehicle enthusiasts, cars, pick ups, motorcycles, trucks everyone in the hobby. It recognizes vehicle enthusiasts for what they give back to their community—through charities, food banks, school breakfast and lunch programs, mechanic bursary education programs, assisting seniors, and economic spin off. The preservation and promotion of the [collector car] hobby is front and centre."

For more information about the Specialty Vehicle Association of BC, [www.sva.bc.ca](http://www.sva.bc.ca).

## ABFM People Awards

### 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.

This years recipient will be recognized on May 19 at the Shows award presentation ceremony.



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

### 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.



# Summer Events Guide

A selection of car events in British Columbia

For complete list, visit [www.autoeventlist.com](http://www.autoeventlist.com) and [www.carnut.ca](http://www.carnut.ca)

## May

- 19 Vancouver All British Field Meet (ABFM), VanDusen Garden, Vancouver, BC (British vehicles)
- 20 Vancouver All British Whistler Run, Park Royal Mall to Whistler Creekside Plaza (British vehicles)
- 20 Peachland World of Wheels Car Show, Peachland, BC (all vehicles)
- 25-26 49th Coastal Swap Meet, Tradex Centre, Abbotsford, BC
- 27 GVMA's Spring Show, Harbourside Place, North Vancouver, BC (Mustangs, Fords)
- 27 Ride to Live Classic Vehicle & Motorcycle Show, Vancouver to Abbotsford (all vehicles & bikes)
- 27 East Van Show & Shine at The Whip Restaurant, East 6th Avenue, Vancouver, BC

## June

- 1-3 Cactus Jalopies Desert Wine Tour/Car Show, Osoyoos, BC (all vehicles)
- 2 Burnaby Heights Hats Off Day Show & Shine, Burnaby, BC (all vehicles)
- 3 25th Annual A&W Show Shine, Duncan, BC (all vehicles)
- 3 30th Annual Model A Sunday, Fort Langley, BC (pre-32)
- 9-10 SCCBC – CACC Road Race #3, Mission (Raceway Park), BC (races) [www.sccbc.net](http://www.sccbc.net)
- 10 27th Lions Sockeye Run Car Show, Richmond (Steveston), BC (all vehicles)
- 10 Trev Deeley MC Show & Shine, Vancouver, BC (all vehicles & bikes)
- 15-17 Seaside Cruisers Father's Day Show & Shine, Qualicum Beach, BC (all vehicles)
- 16 22nd KMS Tools Coquitlam Show & Shine, Coquitlam, BC (all vehicles, pre-72)
- 17 Dueck Richmond Classic Car Show
- 17 N. Okanagan VCCC 23rd Father's Day Car Show, Vernon, BC (all vehicles)
- 17 British Car/Motorcycle Father's Day Show & Picnic, Victoria (Beacon Hill Park), BC (British)
- 22-24 Peach City Beach Cruise, Penticton, BC (all vehicles)
- 23-24 SCCBC – Driver Training, Mission (Raceway Park), BC (races)
- 23-24 10th Penticton Beach Collector Car Auction, Penticton, BC (Auction)
- 24 Victoria Swap Meet, Saanich Fairgrounds, BC
- 24 Fortins Chilliwack Village Classic

## July Collector Car Month

- 1 Jelly Bean Autocrafters Canada Day Show & Cruise, 19425 #10 Hwy, Surrey, BC (all vehicles)
- 1 Steveston Salmon Festival Car Show, Richmond, BC (all vehicles)
- 7 BC Vintage Truck Museum Show & Shine, Cloverdale (Fairground), BC (all trucks)
- 7 Collector Car Appreciation Day, province-wide BC
- 8 25th Annual Mopar Madness, Langley, BC (Mopar vehicles)
- 8 Dueck Downtown Classic Car Show, Vancouver, BC (all vehicles)
- 8 Brits on The Beach Ladysmith
- 8 Pacific Autism Show Richmond
- 14-15 SCCBC – CACC Road Race #4, Mission (Raceway Park), BC (races)
- 22 Royal City Shown & Shine, New Westminster, BC (all vehicles)
- 27-29 Jaguars on the Island, Victoria (Windsor Park), BC (Jaguars)
- 28-29 SCCBC Road Races Mission
- 29 Oak Bay Collector Car Festival Victoria

## August

- 5 Dueck on Marine Classic Car Show, Vancouver (Marine Drive), BC (all vehicles)
- 9-12 All Triumph Drive In, Wenatchee, WA (Triumph vehicles)
- 11 The Truck Show, Chilliwack (Heritage Park), BC (pre-80 trucks/SUVs)
- 18-19 31st British Columbia Historic Motor Races, Mission (Raceway Park), BC (races)
- 18 Heritage Classic Show, North Vancouver (Waterfront Park), BC (British)
- 19 Ladner Classic Car Show/Quilt Walk, Ladner, BC (all vehicles)
- 19 34th Mustang & Ford Roundup Show, Langley (George Preston Ctr.), BC (Mustangs, Fords)
- 19 BMW Club Concours N. Van
- 25 Harrison Hot Springs Lakeside Car Show, Harrison Hot Springs, BC (all vehicles)
- 26 All Japanese Classic N. Van

## September

- 1 Crescent Beach Concours White Rock





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