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ABFM JUDGES ROSTER

Vehicle awards are carried out under the direction of Chief Judge Nigel Matthews using two methods—Entrants Choice voting and assigned judges Judging sponsored classes.

Entrants Choice where all registered entrants vote for the vehicle of their choice within a number of 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 in Class awards for a total of 183 awards.

JUDGED SPONSORS AWARDS

(14) classes using a point system in the following awards.

BEST UNRESTORED, SURVIVOR CAR

(car must be 1987 or prior)

JUDGES: Ken Miles, David Gilmour

BEST DEBUTING RESTORATION

3- CLASSES: Restoration costs - Under \$50K, \$50 - \$100K, More than \$100K

JUDGES: Nigel Matthews, John Allen

BEST FIRST TIME ENTRANT

JUDGES: A-TEAM: Lain Ayre, Wes Stinson

B-TEAM: Ian Wood, Martin Phillips

BEST MODIFIED VEHICLE

JUDGE: Jim Hilton

YOUNGTIMER AWARD (35 & UNDER)

JUDGE: Kellen Voyer

BEST MOTORCYCLE OVERALL

JUDGES: Ted Laturnus, Cedrick Carter

LAND ROVER SPIRIT AWARD

JUDGE: Don MacDonald

STUDENT JUDGING AWARD

JUDGES: NASKARZ students. Tim Houghen

FEATURED MARQUES

Bentley & Mini

JUDGE: Nigel Matthews

NEATEST LITTLE CAR

JUDGE: Patrick Stewart

MOST ELEGANT CAR

JUDGE: Mike Kelly

2019 ABFM SHOW GUIDE

Published by **Westco Marketing Ltd.**

181-4438 West 10th Ave., Vancouver, BC V6R 4R8

Tel: 604.736.6754

www.westerndriver.com | www.bestclassictour.com

PUBLISHER:

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COVER PHOTO:

Pre War Bentley at 2018 ABFM

Photo by Randall Epp. randallepp@gmail.com

Welcome to Your Show!



Big gathering for Mini 60.



A silver Morgan from 1987 ABFM.

We don't mind calling it *The Greatest Show on British Wheels* because all you classic- and collector-car enthusiasts make it so.

In 1988—the event's third year—240 cars were displayed on the Great Lawn of VanDusen in 35 classes. Today, those numbers have increased to 500 cars displaying in 61 classes.

Back in the day, only two awards were recognised—Overall People's Choice and Best Debuting Restoration.

Today, 14 Sponsor awards and 183 Class awards are part of the recognition that includes people as well as their classic cars and motorcycles.

All this is to say that the ABFM "Greatest" title is well deserved and has been well earned over the past 34 years by a very large group of enthusiasts, whose involvement has helped keep the classic-car hobby alive and thriving here in beautiful British Columbia.

The 100th anniversary of Bentley Motorcars on July 10, 2019 makes our little garden party look relatively youthful at the ripe old age of only 34. As one of the Featured Marques this year, more than 15 Bentleys, including four from the W.O. Bentley era, will command attention on the upper lawn area in close company with their Rolls Royce cousins.

In the same area of the show, Bentley Vancouver will be displaying the latest models so you can compare a century of automotive design and engineering side by side. How often do you get an opportunity like that? Read Lain Ayre's interesting "Blended Special" story on page 6.

On the other end of the spectrum, at a mere 60 years, is the anniversary of the iconic Mini and the show's second Featured Marque. At press time, there were almost 50 Minis registered, so many that relocation to their own display area to the north of the Jaguar class display became necessary.

The Sir Alec Issigonis creation of the Mini, with its hydroelastic suspension and space-saving transverse engine with front-wheel drive, was a world sensation when introduced in 1959. It set the standard for other car makers and won countless awards, becoming the popular British cultural icon of the 1960s.

The open Road Group's Mini Yaletown will have the



Bentley celebrates 100.

latest Mini Cooper models on display, but if you want to order the 60th Anniversary Limited edition model you better get on the reservation list as demand is high and delivery time long, just like it was 60 years ago.

The year 1959 was a big one for 'new' Brit car launches. Check out the anniversary list on page 17, but be warned, it might make you feel older than you think you really are!

The oldest of the featured marques this year belongs to AJS motorcycles, which launched 110 years ago in 1909. A. J. Stevens & Co. built a reputation for quality engineering that resulted in many wins on the racetrack, which ultimately lead to mergers and buyouts with Matchless and Norton-Villers and the brand name being continued today, with small-capacity roadsters and cruiser bikes.

Visit the motorcycle class display to check out a wonderful, fully restored 1956 Spring Twin 600cc. Read the full story on page 8.

We hope you have a wonderful day at the 34th edition of the show, learn something about classic cars, enjoy the ambiance and make many new classic car friends.

Here's to happy and safe motoring,

PATRICK & JOAN STEWART

Classic car enthusiasts & Vancouver ABFM organizers

1961 Jaguar MK2; 1987 MB 500SEC; 2009 MINI Clubman

Funny Brit-Car Names

Courtesy Hagerty Magazine • by Jeff Peek

When it comes to humorous car names, no automaker is an island. History is filled with head-scratching model designations that never should have seen the light of day, and few in the industry have avoided embarrassment at least a time or two.

Americans, for instance, are responsible for a marketing hot potato called the *Probe*. When deciding upon a name for the car, we're guessing that Ford execs had space exploration in mind. But in most people's imagination, a probe is used by a physician, not an astronaut. How uncomfortable are those seats, anyway?

With that humiliation in mind, we're shining the spotlight on our friends from across the pond and came up with these 8 quite chuckle-worthy UK car names. Admitting that Americans have also blown it many times when it comes to car names, let's have a laugh together, shall we?



Hillman Minx & Super Minx

How did this name last for so long? The Hillman Minx, a mid-sized family car, was produced from 1932 to 1970, and the even bigger Super Minx was offered from 1961 to '67. The word minx—a dated term for a flirtatious female—has been around for hundreds of years, so it's not like it evolved into an inappropriate idiom after the birth of the car. And while minx isn't as outrageous as a lot of other four-letter words we can think of—and it admittedly makes for great comedy—it (rightfully) wouldn't fly as a car name today.



Austin Hereford

The 1950–1954 Austin A70 Hereford is a corny joke begging for a punchline. Or lots of them. The Hereford is a bit wider and longer than the car it replaced, the Hampshire. Well, of course it is; it's a cow. With a top speed of 80.5 mph, the Hereford could really mooooooooooove. OK, we're done now.

Austin named many of their models after counties in England, hence Hereford from Herefordshire, and Devon after Devonshire to name only two.



Riley Elf

This name is a slight—or should we say small?—improvement over Imp, since people actually love elves, especially at Christmastime. Then again, maybe the name is a subtle warning that drivers taller than five feet might want to look elsewhere for a comfortable ride.



Humber Super Snipe

There's the Humber Snipe, and then there's the Humber Super Snipe. In production from 1938 to 1967, the Super Snipe saloon (or sedan in the U.S.) was originally marketed to British professionals and government officials. It likely got its model designation from the camouflaged marsh bird of the same name, but these days when you hear about someone "sniping," they're either taking a photo

of someone without their permission or placing a bid at the very last second in order to win an auction.



Wolseley Mudlark

No, this isn't a professor at Hogwarts. In an effort to replace the American Jeep with its own British-built, lightweight military vehicle, the Nuffield organization introduced the Wolseley Mudlark in July 1950.

The Mudlark, an advanced design that evolved from three Nuffield Guty prototypes (we're not making this up), was the forerunner of the Austin Champ. If the name Wolseley Mudlark isn't amusing enough, Mudlarks appeared in a 1957 science fiction movie called *Quatermass*. They were driven by zombies, naturally.



BMC Mini Moke

An open-air vehicle similar to a Jeep, British Motor Corporation's 1964–1968 Mini Moke was also known as the Austin Mini Moke, Morris Mini Moke, and Leyland Moke. The name is derived from combining "Mini," the car with which it shares lots of parts, and "moke," an age-old term for a horse or donkey, "typically of inferior quality." Oops. Should have looked that one up first.



Singer Chamois

Sibling to the Imp, (now there's something for the résumé), the 1964–1970 Singer Chamois was a sportier version of the mainstream Hillman. While it had fancy walnut veneer on the inside and additional chrome on the outside, we're used to wiping our cars with a chamois, not driving one to the grocery store.



Hillman Imp

Hillman strikes again. Looking for a fitting name for its small, rear-engine, rear-wheel drive economy car, built 1963–1976, Hillman chose... Imp. That's "a small, mischievous devil or sprite." When you want to evoke feelings of trustworthiness and reliability, you might want to steer clear of comparisons to Satan. Naming a car Imp is as ridiculous as calling a car Gremlin. Oh, wait.



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'Blended' Special

Transforming a Bentley into a 'Golden Wraith' Speedster

By Iain Ayre

Regular ABFM attendees may remember a spectacular, unfinished boat-tailed Bentley Special. That has now evolved into an equally spectacular, further-progressed Rolls-Royce Special.

It also reflects the revival of Ayrspeed Automotive Adventures Ltd, the car-builder persona of Vancouver motoring author and journalist, yours truly, who has designed and prototyped several cars.

The 1990s Ayrspeed Six was an XK120 replica, but internally redesigned to fit standard-sized humans. It had a semi-perimeter, semi-spaceframe chassis, stiffer than a retired admiral. It used the suspension and 220bhp straight six of the contemporary Jaguar XJ6, and was very competent and scary fast, but the big deal was the floor—lowered by five inches.

Unlike the original XK120 replica, you sat in the Ayrspeed Six rather than on it.

Magazine writing and editing, emigrating, exploring BC and getting involved with pre-war cars occupied a few years, then in 2015 a magazine trip to Angoulême in France to cover the Circuit des Remparts races planted the seeds of a new automotive creation.

This excellent vintage-race weekend is a bucket-list item: madmen in 1920-1980s cars race around the ramparts of a beautiful medieval hilltop city.



The boat-tailed Bentley previously seen at the 2018 Vancouver ABFM.

But... there were almost more Type 35 Bugattis at Angoulême than were ever made by Bugatti. Fakes! Fascinating, almost-perfect, patinated fakes. Identifying real Bugattis requires concentration and studying those perfect body proportions planted the idea of creating a similar body for a project Bentley.

Robert Maynard of RWMandco.com got sucked into this scheme and in a month or long, but rewarding, evenings, we wheeled and hammered the body. The result was

not just beautiful, but spectacular. However, I didn't really want to keep the car—the challenge was in making it.

I wrote about this and another Silver Wraith tourer project in the Rolls-Royce Owners' Club magazine and received an excited call from Al Levitt in Chicago.

"Would you sell me your Wraith, with the Rolls grille and bonnet and the boat tail off the Bentley? And could you build it for me?"

"Oh! Yes... and yes." This was a fine idea, and

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Ayrspeed came back to life to orchestrate the creation of the new Special.

There were styling rules: the bonnet must tip down one- to three-degrees, the radiator had to be set back. Many intriguing body idea sketches by the Wraith's previous owner, designer Brian Johnston, came with the car and they subtly influenced its final proportions.

The Ayrspeed Six experience was also useful: correct seat height, control weights and placement are critical. Get It Right.

The chassis was restored, and the superstructure created by Adam Trinder of AMTMachine.com, whose engineering

creativity and skill contributed greatly to realizing Levit's dream of a boat-tailed Wraith speedster.

Six months later, right on deadline, the skeleton car was drivable and at RWM for its bodywork.

The car is seen here after four months work at RWM. It had been through the card template panel stage and seen some English-wheel action. Steady progress is being made and when finished it will include a red leather interior and be painted Rose Gold—a Golden Wraith.

Look for this intriguing, reimagined vehicle at this year's Vancouver ABFM.



The Silver Wraith, still naked but back on the road after 40 years.



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The life of a five-owner 1956 AJS

The two-wheels-are-better-than-4-wheels class at this year's Vancouver ABFM celebrates the 110th anniversary of A.J. Stevens & Company, makers of AJS motorcycles. Some fine examples, including a fully restored 600cc Spring Twin model can be admired at the British Motorcycle Owners Club display on the field.

From 1909 to 1931 the AJS earned its sporting reputation on the race track with single 350cc bikes and V-Twins for side-car models achieving no less than an impressive 117 world records.

The financial crisis of 1929 took its toll on the company and by 1931 it was bankrupt. The AJS name was then acquired by Collier Brothers of Matchless fame who wanted to capitalize on AJS' racing reputation. The result was an air-cooled V-4 bike, which debuted at the 1934 Isle of Man TT.

The AJS name continued to be used on Associated Motorcycles and Norton-Villiers till 1969, then on lightweight 2-stroke scramblers and on small-capacity roadsters and cruisers today.

The 1956 AJS Model 30 Spring Twin shown here is owned by enthusiast and restorer Ben Bekker who, as the fifth owner, has been acquainted with this particular bike since 1964 when he and his pal Larry Fiset rode the backroads of the Okanagan together, Bekker riding a 1947 Harley Knucklehead with a suicide clutch and Fiset

on the newly acquired AJS.

"The AJS had better lighting, so I would follow in the Harley on night trips," said Bekker. "The Harley had more power, but the AJS was a much better-looking machine, though prone to leaking oil, sometimes right into Larry's



The AJS at the logging camp in the North Okanagan in 1961.

left motorcycle boot!"

Brian Inglis, the second owner of the AJS, acquired it from B.C.'s Fred Deeley Motorcycle dealership in 1958 for the princely sum of \$550 and with only 1,400 miles on the clock.

Inglis put on a further 10,000 miles over a six-year period, travelling to-and-from his work at a logging camp, mostly on gravel roads in the North Okanagan, with occasional trips to the coast.

"Never had any issues and the bike ran perfectly," said Inglis upon selling the bike to the previously mentioned Larry Fiset, who eventually sold it to buy a car

in 1968.

The fourth owner rode it until 1969 when he ran out of oil and threw a rod out on the left crankcase, and that's when Bekker became reacquainted with the now well-used AJS.

Bekker had set his mind to repairing and returning the bike to the road once again but, sadly, it only managed a few short trips before being put to rest under



1956 AJS Model 30, 600 cc Spring Twin fully restored in 2019.

cover from 1970 to Oct 2017. That was when Bekker made up his mind, finally, to perform a full restoration and return the AJS to its original condition.

Inspiring to all and almost 18 months later, this beautiful example of an English classic motorcycle can now be seen in all its glory and wearing a Debuting Restoration ribbon at this year's Vancouver ABFM.



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The 1968 Jaguar E-Type, Series 1.5.

Wife's Dream Car gets Modified

By Randy Cunningham

So gather around kids and listen to yet another tale of one of Randy's projects getting out of hand. I know I'm not the Lone Ranger here, but this could well make some of you feel better about your own idiocy.

It all started when I was just a lad. My dear Dad had saved for many years to buy an E-Type and in 1966 he brought home the 'family size' version, a very early 2+2. He knew the FHC was prettier, but likely the warden suggested the final choice on account of me and my little brother.

It turned out to be a great choice, as we had many, wonderful family motoring moments in that opalescent grey beastie.

I remember very well that I was continually bugging him to get a set of Webers and an Abarth exhaust system. Never mind just the performance, it was about the cool look and sound! Sadly, he was just too practical.

Fast forward several decades and I decided it was time to get my delightful wife the car of her dreams... a primrose Jaguar E-Type coupe. This was just to be a driver, not a nut and bolt special. But it turned out the



One Weber choke for each carb made balancing difficult resulting in uneven compression problems.

Series 1.5 Texas example that I got on Ebay needed more than met the eye. It was still a well-priced, basically solid car, but it needed enough work to warrant taking the whole thing apart. The engine made good oil pressure, made good power and had no blow by or suchlike, but everything else came apart and was replaced or gone though.

The highlights included an entire Martin Robey subframe assembly, changing to enclosed headlamps (wife's preference), all new interior, suspension,

Continued on page 12

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Vauxhall Hurlingham Speedster hood ornament.



Mark Hurston's 1976 Leyland Mini – G'day mate!

Dennis Gage, host of the popular U.S. television show 'My Classic Car', visited the Vancouver ABFM in 2004 and described it as "a great show to see some awesome examples of British automotive design."



Beautiful British bikes; always a crowd-pleaser.



Two are better than one—Leo Pel's pair of 1979 MGB Limited Edition examples grace the ABFM field.



Look for the Debuting Restoration of Steve Harris' 1930 Vauxhall Hurlingham at this year's ABFM, seen here in 1930s India.



Sir Alexander Issigonis at the 1969 launch of the iconic Mini. Photo courtesy BMW.



Dave Sell's 1991 Marcos Mantula powered by a 3.5-litre Rover V8 with five-speed gearbox.

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British Wheels: 1986-2019



Abbotsford's Troy Cooper showcases a garage worthy of a true British car enthusiast—1963 Sunbeam Alpine; 2016 Aston Martin Vantage; and 1933 Riley 14/6 Special.



Bruce Jackson's beautiful 1960 Austin Healey 3000 Mk 1.



One of the few places you'll see two Jowett Jupiters.



The 1949 Bentley Mk VI, owned by Parksville's avid car collector Steve Harris, is a beautiful model to celebrate Bentley's 100th anniversary.



Vancouver ABFM judges don't miss a detail in Debating Restoration class.



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Continued from page 9



Rob Beere Racing, Coventry, supplied the 4.7 stroker XK kit -custom crank, rods, top hat liners and JE pistons plus other beautiful 'jewelry'.

entire final drive, Wilwood brakes, Dunlop wheels with three-eared spinners, hundreds of hours of paint and body and of course the two highlights... 45 DCOEs with an NOS Abarth exhaust!

We got the car on the road last year the week before the Vancouver ABFM, and motored our way down Oak street for the event... nice times. She totally sounded the part just as I had imagined for nearly a half century. The only stickler was, we just could not get the Webers to run right.

I've had a lot of cars with Webers and they have always worked easily and well. This was a real head scratcher for both myself and the patient Dave Gilmour of BMC Motorworks.

Gilmour has had loads of experience with Webers, so it was particularly vexing to him. However, it turned out to be simply uneven compression... duh! This was the only thing I should have done as a matter of course. The old XKE ran well with each carb feeding multiple plenums, but with one Weber choke for each cylinder, they simply could not be balanced.

So now the engine is back out and I made the 'mistake' (not really) of calling Rob, of Rob Beere Racing in Coventry, about his 4.7 stroker kit for XK engines. I fell into that program immediately and delivery has been made of the custom crank, rods, top hat liners, and JE pistons; as well as other odds and sods.

Beere did send me a dyno sheet from a Weber motor they had tested and peak HP showed 349.9 at 5200 RPM. Torque was 393 lb/ft at 4300 RPM with 280 available at 300 RPM. Exciting stuff indeed!

The engine is currently at Adrian's Machining Services in Burnaby to get the liners installed, the block line bored, the whole mass balanced etc. They've done many crazy motor projects before... no fooling around on my part anymore!

Gilmoar at BMC will do the final engine assembly. Then I guess we'll have to re-jet those Webers again!

I just know that my wife is going to love shredding those Avons! Happy wife, happy life, sad wallet... so often the way.

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



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A Very British Tragedy

By Rhodri Windsor-Liscombe

The collapse of Armstrong Siddeley was among many sad tales from mid-1950s Britain. Remember the de Havilland Comet, a truly world-beating, gas-turbine jet airliner that, alas, exceeded then-current metallurgical capability? Or the conflicts attending de-colonization; and perhaps worst of all, rancorous industrial relations, particularly in the auto sector, wedded to a culture of nostalgia for past greatness?

There was, however, a certain quirky charm about 1950s British cars. Even the least expensive, many produced by the same parent company, were instantly recognizable—whatever the inadequacies of their performance.

At the other end of the market, Rolls Royce and Bentley banked on snob prestige rather than matching their former high-tech innovation. Of course, there were exceptions to prevailing technical mediocrity.

Besides the short-lived Jowett, there were Aston Martin and Alvis, with Rover, Austin Healey and Triumph generally finding the mark for their marque.

Jaguar under Sir William Lyons managed the difficult balance between technological advance and auto-aesthetic with most aplomb.

Less renowned, if generally more reliable, were the Rootes Group Daimler and Humber models—plus the



Armstrong Siddeley Baby Sapphire 236 model with 2.3-litre six-cylinder engine.

still strangely under-appreciated Armstrong Siddeley. The year 2019 marks the centennial of that company; a good time to reconsider the sad failure of its penultimate two cars, the 234 and 236.

Armstrong Siddeley produced fine cars alongside superior aero engines, in company with Rolls Royce, Bristol and Alvis. The Armstrong Siddeley Sapphire and Rolls Avon jets were so powerful as to be sold in the United States as well as Europe and the Commonwealth. Armstrong Siddeley, as part of the Hawker Siddeley enterprise from 1935, manufactured components for the Hawker Hurricane and Typhon, Avro Lancaster together with the

earlier Armstrong Whitworth Whitley bomber.

Using those famous names, Armstrong Siddeley produced the first post-World War II all-new British car models. Its more powerful Sapphire saloon introduced in 1952 was a notable success. Yet within eight years, Armstrong Siddeley Motors Limited was defunct.

The collapse of Armstrong Motors in 1960 had several causes. In a wider context, the British aero-auto companies suffered from the deep cuts in defence spending following the Suez debacle and the infamous 1957 White Paper in which Defence Minister Duncan Sandys declared piloted military aircraft obsolete. More



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Armstrong Siddeley 'Baby Sapphire' 234 with its 2.3-litre 4-cylinder engine was similar-looking but faster than the 236.



The author's 4-litre, 6-cylinder Armstrong Siddeley Star Sapphire at home in Annapolis Royal, Nova Scotia.

immediate were government mandated amalgamation of the British aeronautical industry and consequent changed management policy upon the joining of Hawker Siddeley with the Bristol Aeroplane Company. Whereas Bristol Motors were retained, development of the latest Armstrong Siddeley car project was abandoned and soon thereafter its motor division.

However, Armstrong Siddeley management was by no means blameless. Their idea of exploiting the success of the Sapphire model backfired. As intimated in my title, they made a tragic error in their design, if not the commissioning of the so-called "Baby Sapphires".

The Sapphire 236 and 246 were launched in 1955 when the larger Sapphire 346 (from 1952) was still in production and selling briskly with its more powerful successor, the Star Sapphire, under consideration. The concept for smaller cars was sound.

The 234 was aimed at the sporting driver, using four of the Sapphire's truly excellent six-cylinder 3.4-li-

tre engine to yield speeds in excess of 100mph.

The 236 was intended for the broader suburban market, re-vamping the six-cylinder 2.3-litre Whitley engine (in production 1949-1952) for ease of operation up to 85mph.

However, the sales record of the two models was a corporate tragedy: a mere 803 for the 234, and 603 for the 236.

This sorry outcome is usually blamed on misunderstanding the emergent mid-1950s market, problems with scale of manufacture and confusion among the loyal Armstrong Siddeley customer base. All valid points. The new models stretched the aging Parkside factory to the limit so that British and Australian dealers were never sufficiently supplied. The 234 and 236 appeared after comparable models manufactured by the British Motor Corporation and alongside Jaguar's swanky Mark 1, 2.4 litre.

The usual Armstrong Siddeley owner was upper

income and valued solid performance and comfortable elegance over high speed. So why go faster, smaller and functional? And the Star Sapphire was coming available with stylish lines, elegant proportions, luxurious interior and engine for long-distance sustained speed topping 100mph.

More than even business acumen, the fundamental problem with the "Baby Sapphires" was appearance. Certainly, the 236 anticipated the growth in women drivers, and the 234 was as fast, less finicky if pricier than the Jaguar 2.4.

Sadly, the 234 and 236 lacked what still sells cars: the look. They sported a stylish bonnet, replete with the [silent as the] Sphinx mascot. But their cabins were both too high and dumpy, while their rear-ends looked positively limp.

Worthy of characters in a Shakespearean tragedy, the "Baby Sapphires" hastened the departure of Armstrong Siddeley from the British automotive scene.

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ABFM People Awards



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 for outstanding contribution to the automotive and classic car industry.

This year's recipient will be recognized on May 18 at the Show's award presentation ceremony.

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, which is why this award, introduced in 2016, is named after him in recognition of those who provide excellent volunteerism at classic car events.

Best Brit Classic Tour England 2019

Join a fun bunch of classic car enthusiasts for an escorted tour of England's Classic and Automotive venues departing Sept 6, 2019 for 10 days.

The Tour itinerary includes all the right events and venues: Goodwood, Beaulieu, Brooklands, British Motor Museum, Bicester Heritage Park, Jaguar Factory Tour, Maritime Heritage Docklands, Haynes Motor Museum with visits to Stratford-on-Avon and the Cotswolds with other venue options.

Travel is by private, luxury airconditioned coach with an experienced driver who knows the best routes. Four-star hotels with breakfast and dinner are included, as are entry fees to all listed venues.

The 2019 Tour will be the third trip organized by Western Driver magazine in association with booking agents Expedia CruiseShipCenters. Air travel is with Air Transat and includes return flight to London.

To accommodate frequent travellers who prefer to arrange their own flights and times, a ground-only package is available at considerable savings.

At publication time only 12 seats were available, so if British classic cars and culture are in your plans for this Fall be sure to check out the full Tour details at www.westerndriver.com and www.bestclassictour.com, or see Trevor Sandwell in person at the CruiseShip-Centre tent beside the main ABFM awards tent on the field.

Time Stands Still for no Classic!

According to Hagerty Insurance research, the average age of a classic car owner in North America is 60—the post-war, baby boomer group. This group grew up with late-1950s through late-60s cars, in a time when people knew about cars, worked on their cars and enjoyed driving them.

For British car manufacturers the post-war era was a prolific one, during which Britain was second to the USA in world-wide production. The need for foreign currency through increased exports was priority, hence the proliferation of British cars throughout the world, especially in colonial countries where favourable trade agreements existed.

Today, 50s- and 60s-era cars are in high demand by the baby boomer generation, who are driven by nostalgia and have the interest and money to preserve and enjoy these wonderful, old machines. It is also this generation whose has a responsibility to solve the threat of restrictive anti-car legislation, a vanishing supply of quality parts and a shortage of skilled labour in the auto trades.

Classic car owners are encouraged to talk about these subjects at club meetings or through active car associations, such as the Speciality Vehicle Association of BC (SVABC), to make sure the classic car hobby has a future for many generations to come.

Here are some of the marques celebrating anniversaries in 2019, many of which can be seen on the field at this year's Vancouver ABFM.



100th Anniversary

- Bentley Motor Cars
- Armstrong Siddeley
- Austin Twenty

70th Anniversary

- Rover P4
- Austin A90 Atlantic
- Roll Royce Silver Dawn

60th Anniversary

- Austin Healey 3000
- Daimler SP250
- Ford Anglia
- Jaguar MK2
- Jaguar Mk 1X
- Lotus
- Mini
- Morris Oxford Farina
- Riley 4
- Triumph Herald
- Vanden Plas Princess
- Wolseley 6/99

50th Anniversary

- Austin Maxi
- Bristol 411
- Ford Capri



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Summer Events Planning Guide

A selection of car events in British Columbia

For detailed info visit www.autoeventsbc.com,

www.carnut.ca and www.autoevents.com

MAY

- 18** Vancouver All British Field Meet
ABFM 2019, VanDusen Garden
Vancouver
- 19** Vancouver All British Whistler
Run, Park Royal Mall to Whis-
tler Creekside Plaza
- 19** Knox Mountain Hill Climb,
Kelowna
- 19** Peachland World of Wheels car
show, Peachland
- 24 - 25** 50th Coastal Swap Meet, Tradex
Centre, Abbotsford
- 26** Full Throttle Motorcycle Ride
Vancouver to Whistler
- 26** GVMA's Spring Show, Harbour-
side Place, North Van
- 26** East Van Show & Shine at The
Whip Restaurant, East 6th Ave
Vancouver
- 27** Ride to live Classic Vehicle &
Motorcycle Show, Vancouver to
Abbotsford

JUNE

- 1-2** Cactus Jalopies Desert Wine
Tour/Car Show, Osoyoos
- 1** Burnaby Heights Hats Off Day
Show & Shine
- 1** British Invasion, Langley
- 2** Annual Model A Sunday, Fort
Langley
- 2** Pitt Meadows Airport Days
- 9** KMS Show & Shine, Langley
- 9** Lions Sockeye Run Car Show,
Stevedon
- 15** KMS Tools Show & Shine,
Coquitlam, BC
- 15** BC Highland Games British Car
Show, Coquitlam
- 15** Brits Best Classic, Radium BC
- 16** Seaside Cruisers Father's Day
Show & Shine, Qualicum Beach
- 16** SCCBC Road Race #3 Mission
- 16** Italian/French Fathers Day
Waterford Park N Van
- 16** Annual Porsche Day, Dunderave
W. Van
- 16** British Motorcycle Fathers Day
Show & Shine, Victoria
- 21-23** Peach City Cruise, Penticton
- 22-23** SCCBC Driver Training Mission
- 23** Victoria Swap Meet, Saanich
- 23** Fortin's Village Classic, Chilli-
wack

JULY

Collector Car Month

- 1** Jellybean Canada D'Eh Show
Langley
- 1** Steveston Salmon Festival Car
Show, Steveston
- 7** Volkswagon Show, Victoria
- 7** Trev Deeley Motorcycle Show
BC Corvette Club, Waterford
- 7** Park N. Van
- 7** Penticton Show & Shine
- 7** Dueck Downtown Classic car
Show, Vancouver
- 13** Pender Island Show & Shine
- 14** COLLECTOR CAR APPRECIATION
DAY, Province-wide
- 14** RX Autoworks Classic Car Show,
N. Van
- 14** Edmonds Street Festival
Burnaby
- 14** Mopar Madness, Langley
- 14** Brits On The Beach, Ladysmith
- 20** Bowan Island Classic Car Show
- 20** ABFM Washington
- 26-28** Jags On The Island, Victoria
- 28** Oak Bay Collector Car Festival,
Victoria

AUGUST

- 3** Rotary Wheels Car Show
Penticton
- 10 - 11** BC Historic Motor Races
Westwood 60 Mission
- 11** Mission Springs Car Show
Mission
- 11** Pender Harbor Show & Shine
- 17** Ladysmith Show & Shine
- 17** Abbotsford Show & Shine
- 18** Ladner Classic Car Show
- 18** BMW Club Concourse N. Van
- 19** Vintage Motorcycle Show,
Heritage Park, Chilliwack
- 23 - 25** 50th Heritage Classic, Hazel-
more RV Park
- 24** Harrison Hot Springs Lakeside
Car Show
- 24** ElectraFest, Vancouver
- 25** All Japanese Classic N. Van
- 25** Vancouver Island Motorsport
Circuit Car Show, Duncan
- 31-Sept 1** Crescent Beach Concourse,
White Rock

SEPTEMBER

- 7** Langley Cruise In, Langley



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