



ABFM VANCOUVER

SAT, MAY 21, 2022



35 ANNIVERSARY



FEATURED MARQUES:
ENGLISH FORDS
CLASSIC MOTORCYCLES
TRIUMPH STAG
JAGUAR E-TYPE



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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 for 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 and Second in Class awards for a total of 122 awards.

JUDGED SPONSORS AWARDS

13- classes using a point system in the following awards plus three ABFM appointed Recognition Awards (see page 16).

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: John Allen, Olivier Spilborghs, Lionel Hondier

BEST FIRST TIME ENTRANT

JUDGES: A-Team: Lain Ayre, Wes Stinson

B-Team: Ian Wood, Martin Phillips

BEST MODIFIED

Judge: Jim Hilton

YOUNGTIMER AWARD (30 & UNDER)

JUDGE: Kellen Voyer

BEST MOTORCYCLE OVERALL

JUDGES: Ted Laturnus, Cedrick Carter

LAND ROVER SPIRIT AWARD

JUDGE: Don MacDonald

STUDENT JUDGING AWARD

JUDGES: Young Guns Garage, Sgt Tim Houchen and Chad Glendeman.

FEATURED MARQUES

English Fords; Jag EType; Triumph Stag

NEATEST LITTLE CAR

JUDGE: Patrick Stewart

MOST ELEGANT CAR

JUDGE: Rhodri Windsor Liscombe

2022 ABFM SHOW GUIDE

Published by **Westco Media Ltd.**

Vancouver, B.C. Canada | TEL: 604 644 9067
www.westerndriver.com | www.bestclassictour.com

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COVER PHOTO: Collage from past years shows

Vancouver ABFM 2022—Welcome Back



1972 Triumph Stag Mk 1.



1968 Jaguar E-Type.

Photo courtesy RWM & Co./Andrew Holliday.



English Fords at VanDusen.

Absence—a word for our COVID times and one that brings fond, heartfelt memories of past Vancouver ABFM shows!

With her “parking lot” chorus, Joni Mitchell said it best, “You don’t know what you’ve got ‘til it’s gone.” How true, and, at the very least, one benefit from our collective COVID-19 experiences.

The year 2019, when we last gathered with our classics in the beautiful VanDusen Garden’s surroundings, seems a lifetime ago. Still, after a two-year delay, the “Greatest Show on British Wheels” is now back in full force to celebrate its delayed 35th anniversary.

Judging by the record number of first-time entrants and debuting restorations entered for this year’s show, during the past two years British classic-car owners have been busy catching up on postponed projects—fettling, rebuilding, restoring and ordering parts—all the fun stuff that goes with owning a classic vehicle.

Featured marque anniversary celebrations at this year’s show, carried forward from 2020 and 2021, are English Fords’ 112th, Triumph Stag’s 50th and the iconic Jaguar E-Type’s 60th.

Henry Ford’s expansion to England in 1903 changed the lifestyle of everyday life and set the pace for the British automotive industry for the next 100 years. Read Armstrong Siddeley enthusiast and ABFM judge Dr. Rhodri Windsor-Liscombe’s account of Ford’s legacy in Britain on page 14.

Terence McKillen edits the Triumph Stag Club of USA magazine, *Stag News*. With under 30,000 Stags built, Triumph’s luxury sports Grand Touring car is better appreciated today than during its seven-year production run. McKillen is also a Stag Mk1 owner, read his profile of the marque on page 4.

Following its 60-year celebration in 2021, the Jaguar E-Type has continued to garner praise in numerous editorials and videos. Make sure you visit the display on the upper lawn area and be awestruck at some 20 of these magnificent sports cars, showcased with approximately 50 of their Jaguar cousins.

The unsung heroes of the classic car industry are indisputably the talented craftsmen who use their skill

in the restoration of these beautiful machines. Profiled on pages 6 and 8 are two restoration shops operated by past winners of the Vancouver ABFM’s Lewie Award for Outstanding Contribution to the Classic Car Industry. See if you can find examples of their craftsmanship on the field today. (Hint: see pages 6 and 8.) Ask the question, who restored this classic, and you might learn a thing or two about the skill and knowledge it takes to rejuvenate “old” cars.

We are happy to partner with the world’s largest collector car insurer Hagerty as the Vancouver ABFM’s Presenting sponsor. Hagerty’s support of the collector car industry and automotive lifestyle expanded with their relaunch last year as a public company and subsequent purchase of high profile concours shows—Amelia Island Concours d’Elegance, Concours d’Elegance of America and the Greenwich Concours d’Elegance. Always encouraging young people in the automotive world, we welcome Hagerty’s support of the show’s Youth Judging students at Young Guns Garage. Read about their work on page 16 and take a moment to talk with them at their booth or on the field as they go about their judging duties.

Motorcycle enthusiasts will be excited to check out the only known surviving BMW P200 in Canada and one of very few left. This example was restored by its Scottish owner and imported to Canada. The name BMW stands for Dawson Motors Wolverhampton, founded in 1940 by engineer-inventor Leslie (Smokey) Dawson, credited for the invention and development of swing-arm suspension, telematic forks and dual front brake systems. See the BMW photo on page 12 and read about AIM, the Association for Injured Motorcyclists, which welcomes your support at their booth, located with the motorcycle, two-wheel class display.

We thank all the entrants for displaying their beautiful classics, sponsors and volunteers for their valuable support, and the caring folks at VanDusen for allowing us to ‘play’ in their magnificent botanical garden. We hope you have a wonderful experience at the 35th edition, reconnecting with classic car friends and making new ones.

What was gone has returned, and it’s absolutely *faaantastic* to be back!

Patrick & Joan Stewart

Vancouver ABFM hosts & organizers

The Monarch of the Road

Triumph Stag – 1970-1977

By Terence McKillen



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



Top down Stag arrives at VanDusen.

Introduced in June 1970, the 3.0 litre V8 Stag was Triumph's first attempt to enter the luxury sports car segment with the expectation that it would appeal to the 'younger executive' who was ready to move on from a two-seat sports car to something more luxurious and refined that could also qualify as a family car.

Conceptualized in an independent styling effort by Italian designer Giovanni Michelotti, who had collaborated previously with Triumph on several successful designs, the idea was to create an open-top car based on the Triumph 2000 saloon. The Stag was promoted to compete directly with the likes of the Mercedes-Benz 280 SL, especially in the all-important U.S. market.

The Stag included many quality features usually associated with the luxury car market of its day. It had four-wheel independent suspension, an adjustable steering column, electric windows, an integral roll bar, an available hard top, optional air conditioning and automatic transmission.

Triumph's marketing material called the Stag a "beautifully and finely engineered 'Grand Touring' car noted for its high performance for long Continental cruising so that sportsmen can drive untiringly across the long European Autoroutes and Autostrada or be equally at home on the great cross-country turnpikes and expressways of America." It went on to note that the "Monarch of the Glen" is now a monarch of the road."

The Stag was withdrawn from U.S. markets at the end of the 1973 model year with only 2,871 being imported. Sales in the UK, Europe and Australia continued into late 1977 with a total of 25,877 manufactured.

The Stag is one of those cars better appreciated today than during its seven-year production run. Its failure to conquer the U.S. market (never introduced in Canada) was a great disappointment and there are many explanations as to why it failed including market timing and internal issues within British Leyland, as well as some specific design flaws in the model itself. The Stag was criticized for its reliability issues and while there were problems, none are of major concern today; some

mechanical improvements and routine maintenance take care of the issues.

Contributing to the Stag's poor reputation were the driving habits of American owners and a somewhat inadequate cooling system, especially when combined with high speed freeway usage and higher ambient temperatures. Triumph was certainly aware of the overheating problem with the retarded ignition timing adopted on the U.S. spec cars. At idle in drive, the water pump and fan speeds were reduced and the torque converter dumped even more heat into the engine bay via the transmission oil cooler. After a hot run and then left to idle, the Stag could be guaranteed to boil over—a shocking state of affairs that Triumph had little to offer as a fix.

People who did their own servicing seemed to

have fared better than those relying on Triumph/BL dealerships. Many owners have had trouble-free Stag ownership, including three U.S. owners who have held onto their cars from new and several have many hundred thousand miles on the clock. Today, parts are readily available and there is lots of club support.

Paying attention to regular maintenance allows the potential of Giovanni Michelotti's masterful inspiration to be driven as it was originally conceived. Today, an estimated 700 Stags exist in the U.S. and Canada. Don't miss the special Stag featured marque display at this year's Greatest Show on British Wheels.

TERENCE
MCKILLEN

Terence McKillen is Editor "Stag News", magazine of the Triumph Stag Club USA



The author's 1972 Mk1. Jasmine yellow on tan interior.



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The perfect mix for a custom Rolls Royce Speedster:

By Jaclyn Maynard

This story begins several years back when the Rolls Royce Owners Club Magazine ran an article about a quick, roughed-in rebody our team did on a

Bentley chassis, which was for sale.

A club member reached out to the seller, and we were connected virtually. The introductory conversations quickly

revealed a shared passion for the craft, and we began making arrangements to build him a car of his own. The caveat: he was not interested in a replica. He wanted a pe-

riod-correct vehicle from the 1930s—one of which no one else had an identical copy.

We could work within those parameters.

A 1950s Rolls Royce “donor” chassis arrived at our shop soon after, with its mechanical system roughed in. Other than that, it was a blank canvas—right up our alley. Once the preliminary renderings and design work were complete, we templated the body with poster board. Owner approval soon followed; now, the real fun could begin. With a fresh stack of aluminum sheets and a seemingly endless pot of coffee, our team got to work.

The metal was transformed piece by piece, from one-dimensional flat sheets to perfectly moulded boat tail-shaped curvy pieces. Our panel beaters worked on the double-curved fenders and custom stamped louvres, while our machinists handled the specialized catches and

A close-up view of a Jaguar's interior, featuring a three-spoke steering wheel, a dashboard with multiple round gauges, and a red leather-upholstered center console with a gear shifter. The image is used as a background for a Welsh Parts advertisement.

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latches. We riveted, stamped, rolled, and pounded with as much care and attention to the little details as the big ones. Meanwhile, our mechanical team adjusted and fine-tuned the car further, both for safety and driveability. We were finally satisfied after shortening the chassis, re-doing the front end, and modifying a few other things.

While this work was underway, the owner received paint and interior colour options. After much deliberation, which included couriers between Chicago and Vancouver, the owner chose paint, leather and carpet colours.

Building a custom car, where each fabricated piece is hand-done, is a labour of love and not for the faint of heart—the result was a Rolls Royce that is genuinely a one-of-a-kind work of art, just as the owner requested.

It was an absolute pleasure to work

with the owner to bring this car to his collection, and both we and he are honoured that its first public appearance is at the 2022 Vancouver ABFM.

This Rolls may be leaving Canada soon, but we're confident this won't be the last we see of it. The best is yet to come.

ABFM
2022



RWM submitted story and photos.

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Masters of their craft

Story & Photos: Patrick Stewart

The restoration of an 'old' car, previously owned by several caring and, in many cases, uncaring owners, presents numerous challenges. These include experience, knowledge, skill, craftsmanship, innovative thinking, and, last but not least, working with a car owner who appreciates these challenges.

At Coachwerks Restoration, Mike and Tracy Grams have seen and done it over the years since they started the aptly named company in a Victoria, B.C., backstreet garage more than a couple of decades ago.

Since their merger with Victoria's luxury car dealer GAIN Group, their premises now consist of a modern, expansive, purpose-built building housing approximately 17 staff, with all the equipment needed to continue their fantastic craftsmanship.

Their original shop provided skilled bodywork for many vehicles restored by industry legend Rudi Koniczek of the world-renowned Rudi & Co.

Koniczek made his reputation for being one of only a handful of knowledgeable restorers of Mercedes 300 SL Gullwing and Roadster models. His restorations include the much-publicized Gullwing owned by the late Canadian Prime Minister Pierre Elliott Trudeau and now driven by his son, current Prime Minister Justin Trudeau.

Having restored more than 100 of these iconic supercars and many other significant European and British classics, Coachwerks' skills, in collaboration with Rudi & Co (and more recently with the GAIN Group), have been recognized at many of the most prestigious international Concours events.

Coachwerks has also won local recognition at Vancouver's largest British classic car show, the annual Vancouver ABFM at VanDusen Garden, with one of their Austin-Healey 100 restorations winning the sought-after Debuting Restoration (Over \$100,000 category) Class Award in 2019.

Additionally, in 2013 Mike Grams received the Vancouver ABFM's Lewie Award for Outstanding Contribution to the classic car industry. Of the previous 18 winners, Grams was the youngest to win the award.

On a recent shop visit, I had the privilege to view a stunning array of work-in-progress classics throughout the spacious shop floor, including no less than five Mercedes 300 SLs, two Gullwings and three Roadsters in various repair and restoration stages.

After what Grams described as "a challenging, two-year restoration," one of the Roadsters—stunning in appearance—was ready for shipping to its owner in Eastern Canada, having just completed a detailed, quality-control inspection and mandatory road test by Coachwerks staff.

It's not often one can gaze at the skeleton body shell of a 1952 MB 300 SL in one corner and the magnificent



Jag XK 120 almost ready for the paint booth.

restoration of the same model just a few steps away.

Touring the Coachwerks shop floor, a range of vehicles from the 1940s to the late-1980s are on display, including a red Ferrari Dino in the sales area, a black 1965 E-Type Jaguar with a timing chain sprocket problem nearby, and a 1949 Jaguar XK 120 in the latter stages of bodywork restoration.

A lovely Jensen Interceptor keeps company with a bright-green Triumph Spitfire that is in for some mechanical work.

Just a few steps away, a Jaguar XK120 and contrasting VW Minibus stand ready for the paint booth, while the citrus-green shell of a freshly painted BMW Isetta Bubble car awaits its transplanted mechanicals.

A red Porsche Targa and silver-blue

Mercedes 300 SEC await new owners in the sales area, where a 1993 Mercedes 500E and an immaculate 1989 Jaguar XJS V12 have sold.

Other modern luxury cars and SUVs from the GAIN Group's new car dealerships share an area of the Coachwerks' restoration building, looking somewhat mundane (to my eye) compared to the treasure trove of beautiful classics surrounding them.

Collector car owners face ever-increasing challenges: reduced parts supplies, diminishing restoration and repair shops, and the ageing-out process of retiring owners and their experienced staff—the last remaining artisans (don't call them technicians) qualified to work on these historic vehicles.

With these challenges and escalating environmental issues pressuring the industry, the collector car community needs to do more to encourage the younger generation to be part of preserving our automotive history and culture before politicians legislate treasured classic vehicles off the road forever.

It is encouraging to see a modern, new-car dealership like the GAIN Group leading the way with their successful development of Coachwerks Restoration.



Spitfire and Porsche 356 keep company.



BMW Bubble car bright paint job.



Mercedes 300 SL Gullwing.



MB 300 SL Roadster interior.



VW Minibus ready for the paint booth.



1967 Hillman Sunbeam Minx Series VI

Purchased by a Mr. & Mrs. Prinn at Pacific Chrysler in Vancouver on July 21, 1967 and used as a daily driver for their family. The vehicle was custom ordered with a 3-speed automatic transmission at a final sticker price of \$2,080 or approximately \$16,500 in today's money.

All records have been maintained and documented on the car, with service performed at regular intervals. The current odometer reading shows only 62,000 original miles.

The body condition of the Minx is primarily original, with only minor repairs showing to the original factory paint. The interior is original, including the headliner.

See this classic parked in Rootes Class 45 in the center of the Great Lawn.

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- Welsh Enterprises*
- Wilkinson's Automobilia*
- Young Guns Garage

A Big Year for Automobile Anniversaries

Following are notable British marques celebrating anniversaries in 2022

90th Anniversary—1932

- Ford Y
- MG J-Type
- Austin 10

70th Anniversary—1952

- Rolls Royce Dawn
- Austin A30 and A40
- Bentley Continental R
- Bedford CA

60th Anniversary—1962

- Austin/Morris 1100
- Ford Zephyr/ Zodiac

- Jaguar Mk X
- MGB
- Triumph Spitfire
- Triumph Vitesse
- Triumph Stag
- Lotus Elan

55th Anniversary—1967

- Bristol 410
- Sunbeam Rapier

50th Anniversary—1972

- Jaguar XJ12
- Aston Martin Vantage

- Jensen-Healey
- Triumph Dolomite

40th Anniversary—1982

- Rover SDI Vitesse
- Ford Sierra
- DeLorean

30th Anniversary—1992

- Jaguar XJ220
- Ford Escort RS Cosworth
- McLaren F1
- TVR Chimaera

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Canada is 7th best country for car enthusiasts

RANK	COUNTRY	ROAD QUALITY SCORE/7	FUEL PRICES PER LITRE (EUR)	FUEL PRICES PER LITRE (USD)	NUMBER OF F1 CIRCUITS	NUMBER OF F1 GRANDS PRIX	NUMBER OF WRC RALLIES	NUMBER OF UPCOMING AUTOMOTIVE EVENTS	NUMBER OF MOTOR RACING TRACKS	CAR ENTHUSIAST SCORE/10
1	United States	5.47	€0.96	\$1.04	11	71	5	406	108	8.94
2	France	5.43	€1.82	\$1.98	7	61	45	3	60	7.91
3	United Kingdom	4.86	€1.82	\$1.98	4	73	47	143	117	7.91
4	Spain	5.70	€1.62	\$1.76	6	51	30	2	19	7.67
5	Australia	4.93	€1.20	\$1.31	2	35	26	37	22	7.57
6	Germany	5.30	€1.82	\$1.98	3	67	18	12	49	7.47
7	Canada	5.03	€1.26	\$1.38	3	50	4	6	21	7.41
8	Italy	4.41	€1.88	\$2.05	4	76	50	3	35	7.04
9	Japan	6.09	€1.34	\$1.46	3	37	9	0	23	6.61
10	Mexico	4.50	€0.98	\$1.07	1	21	16	2	20	6.48

A study by car insurance comparison site Confused.com has ranked the US as the best country for enthusiasts to visit, with a car enthusiast score of 8.94 out of 10. It not only has the lowest fuel prices in the rankings, but the US also has one of the best road quality scores, meaning it's one of the best countries for driving. Also, having hosted 11 Formula 1 circuits, 71 Formula 1 Grands Prix, and 5 World Rally Championship rallies, the US is a key location for racing lovers.

In joint second place are the UK and France with a car enthusiast score of 7.91 out of 10. Both countries have an average fuel price of approximately \$2.46 CDN per litre, alongside high scoring road quality.

The UK has one of the best racing scenes for automobile racing lovers, having hosted 73 F1 Grands Prix, 47 WRC rallies, and 4 F1 circuits. It is one of the best countries to be in for car events, with 143 upcoming car shows scheduled across the country.

France's number of F1 circuits tops the UK, with seven.

Spain ranks in fourth place among the best countries for car culture. With an average fuel price of \$2.20 CDN per litre and a road quality score of 5.7/7, Spain is one of the best countries for driving, with an overall score of 7.67 out of 10.

The country with the highest number of upcoming automotive events is the United States, with 406 events. The US also ranks top for Formula 1 circuits, with 11.

The country that has hosted the most Formula 1 Grand Prix events is Italy, with a history of hosting 76 events. Italy has also hosted the most World Rally Championships, alongside Finland—50 rallies.

Malaysia has the cheapest fuel at 60 cents CDN per litre.

With a road quality score of 6.43/7, the Netherlands has the best road infrastructure globally.

Wherever you live, here's to happy motoring.

Vancouver ABFM supports AIM, serving downed riders since 1983

The Vancouver Association for Injured Motorcyclists (AIM) is a volunteer organization registered under the British Columbia Societies Act.

The organization is operated strictly by volunteers and obtains funding through memberships and fundraising events, such as 'Show'n Shines.' No member of AIM receives reimbursement for their services.

AIM volunteers visit downed motorcyclists at hospitals, many of whom have been rendered paraplegic or quadriplegic and require ongoing care and support that traditional agencies do not provide.

In addition to providing informative documentation, such as patient journals and manuals, AIM's volunteers



Along with other British bikes, see this restored 1954 BMW P200 in the motorcycle class display and learn about its Scottish roots.

also assist with insurance claim issues and arrange vehicle modification assessments.

Membership is not required to obtain AIM's services. Call AIM president Dave Munro at 604-897-7645.

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Ford's 110-year British legacy

By Dr. Rhodri Windsor-Liscombe

Ford came to Britain in 1903 and remained among the primary providers of vehicles throughout the British Isles. Indeed, it has topped the sales in cars and commercial vehicles consecutively for several decades and still boasts a remarkably diverse line-up of models from the Fiesta, Mondeo or Puma to the Ecosport and Focus.

Ford cars represented modern and affordable motoring for many born in Britain, especially the Baby Boomers. Forget the clunky sit-up-and-beg, mid-1940s Anglia and Prefect, but remember first the swanky V8 Pilot (swifter in looks than pace) and then those increasingly handsome and powerful Consuls, Zephyr and Zodiac.

The Zodiacs put Wolseley, Morris and Austin (Nuffield) or Hillman and Humber (Rootes) to shame. They spawned a popular and well-written television police drama, *Z Cars*. They appealed to the two sides of post-War Britain, staggering towards Harold Macmillan's bold claim, "You've never had it so good," a veritable fish-and-chips iteration of aerodynamic



1908 Ford Model T.

Detroit sedans.

Subsequently, and cleverly using a mixture of exotic geographical or historical names, Ford raised the bar on affordable yet higher-performance cars: Capri, Cortina, Corsair and Granada. And from the late 1960s, the company dabbled with high-performance models—the GT 40, 70, 90, plus another GT marque manufactured between 2003 and 2007.

The generally reliable, serviceable and family-friendly Fiesta, Sierra, and Mondeo models were also popular. More recently, Ford of Britain has again embraced economy of purchase, size and



English Fords are featured at this year's show.

maintenance with the Puma and Edge plus the updated Focus.

Expansion to Britain

In 1903, the year of Orville Wright's first flight, Ford began exporting Model As to Britain, and in 1911 opened a Ford plant in Trafford Park near Manchester. Some 6,000 cars were being produced at Trafford Park by 1913, capturing about 30 per cent of the country's national automobile market. The following year, Ford inaugurated moving assembly line production that upped output to an average of 21 cars per hour. Consequently,

Ford cars accounted for 41 per cent of vehicles registered across Britain in 1919.

Nor was the redoubtable Model T the only Ford product. In Cork, Ireland, amidst the carnage of the Western Front during the "war to end all wars," the company built a plant predominantly producing the Fordson tractor (named for the then sole owners, Henry, his wife and son Edsel).

Individual Mobility

The motorization of warfare during WWI also led to vehicular use in everyday living for a growing mass of citizens. As motorcar ads record, the car became as

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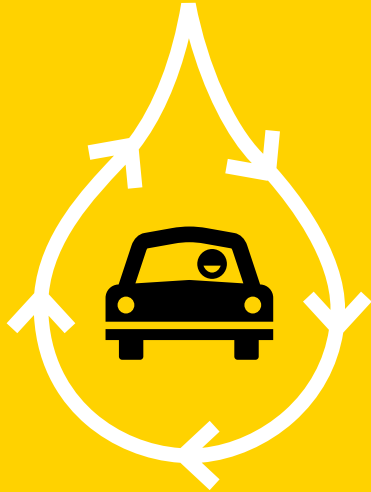
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September 1953 - 1960 Ford Anglia 100E.



September 1962 - 1966 Ford Cortina Mk I in GT trim, with Lotus Cortina-like side stripe.



August 1947 - 1950 Ford V8 Pilot.

much of a cultural object as one of utility. A sign of this vast shift was the inclusion of a mini version of the Ford assembly line at the British Empire Exhibition of 1924 in Wembley. Its mixture of imperial hubris and populist fun fair (including displays that would now grate public sensibility) was held over for one year because the industrial exhibits such as the Electric House showed the potential for a better, more democratic and less laborious lifestyle. Henry Ford sought to capitalize on this aspiration with his Model T and, from 1928, Model A in Britain. Notwithstanding the darker side of mass production—social and psychological—individual mobility held great appeal. It would contribute, alongside the ravages of WW1, to the

re-ordering of British society.

In 1928, the trans-Atlantic economy seemed poised for growth. Because of preferential imperial tariffs, Henry Ford and Sir Percival Perry, chair of the British arm of the company, planned to manufacture car and truck components in Canada, which would then be shipped to Britain for export around the Empire, with potential for assembly in the Dominions and India. The Depression nixed those schemes and further development in Europe.

Another legacy was the introduction of the Ford Model Y and TY to beat both Henry Austin and William Morris in the low-cost market. Ford won, offering the Y at 100 pounds sterling. The imperial project did not entirely languish since

British and U.S. Ford cars and trucks—or, in English parlance, lorries and vans—proved more robust in the Empire than most English makes.

The opening of the Dagenham factory in 1931, with its excellent rail and shipping facilities and housing for its workers, compounded Ford's presence in British industry. And the Cork and Trafford Park factories expanded to keep up with demand for private, commercial, and farm vehicles.

The post-1945 British era was increasingly 'wheeled' by Ford. Perhaps even more than Vauxhall Motors, from



September 1959 Ford Anglia 105E.

1925 owned by General Motors, Ford shifted British automobile design away from 1930s nostalgia: think Rolls, Bentley, Armstrong Siddeley, plus less assiduously the Rootes Group.

Not surprisingly, the car enshrined in the most celebrated book series of our era, Harry Potter, was a Ford Anglia.

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ABFM People Awards



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

nized on May 21 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.

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Low 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 recog-

ABFM Youth Judging Welcomes Young Guns Garage



This year, a select number of classics at the Vancouver ABFM will be subject to judging by a team from Young Unlimited's Young Gun Garage (YGG) under the direction of Sgt. Tim Houchen and Chad Gelderman.

The Vancouver ABFM's Hagerty-supported Youth Judging Award provides an opportunity for YGG members to put their knowledge to use during the judging process and work as a team in the promotion of their worthwhile organization.

YGG is all about connecting with young people to equip, educate and empower them through automotive work projects that build skills and

confidence and contribute to overall health and well-being. Additionally, creating a drift car from an idea or being involved in a restoration project allows car enthusiasts and young people to connect and work together.

The organization's workshop garage, located in Surrey, is where most of the work takes place. The well-equipped facility offers weekly drop-in times for young people to get involved and talk to qualified instructors.

Check out younggunsgarage.ca for more details on how to support this youth organization. Donations of project cars and equipment are always welcome.

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What you need to Know!

Understanding the collector car industry, its distinction from 'old cars' and why it needs to be preserved and exempt from future environmental legislation.

1 Classic cars and anything that impacts their continued usage is considered a Tangible Cultural Heritage Issue, according to FIVA and UNESCO.

2 A collector car is defined as any vehicle that is 25 years or older, is in good mechanical running order and is not driven daily. Both ICBC and Hagerty Collector Car Insurance have strict regulations to qualify vehicles for collector status.

3 Collector vehicles in Canada are driven approx. 15-times and less than 1,000 kms per year, on average.

4 There are currently approx. 56,000 collector vehicles in BC and at least 200 car clubs.

5 FIVA Assembly, November 20, 2021, announced that the entire impact of emissions caused by collector vehicles worldwide amounted to 0.05 per cent. Hagerty's figure for North America is 0.01 per cent.

6 ICBC collector Plate program was introduced in 2002 by the BC Government to

set guidelines for the heritage, preservation, maintenance and enjoyment of collector vehicles. The Collector Plate program is one of the best in North America, according to industry experts. The program's database serves as a valuable resource for the study and control of all registered collector vehicles in BC.

7 BC Government in 2014 declared July 12 to be Collector Car Appreciation Day annually.

8 Estimated number of collector vehicles in BC is 56,000 with an annual average expenditure of \$7,000 per vehicle creating an economic impact of approx. \$392 million. Vancouver represents 22% at approx. \$86 million.

9 Approximate annual economic impact of the 350 collector car events held annually in BC amounts to more than \$35 million, not including donations made in support of these events' charities.

10 54% of enthusiasts in Canada, according to a recent Hagerty survey, state that it is very important that brands support environmental sustainability.

11 Top concerns for the future of collector vehicles:



a) Environmental and emission regulations.

b) Restrictive legislation against collector vehicles.

c) Vanishing parts supply.

d) Disappearing skills sets.

12 Understanding the difference between Zero Emissions and Net Carbon Zero. Watch Andy Palmer interview.

www.autofutures.tv/2021/11/10/switch-mobility-andy-palmer-move-2021

13 FIVA studies on Urban Vehicle Access Regulations 2017, recommends that local authorities exempt collector vehicles from Low Emission Zones (LEZ) because of minimum use, minimum carbon emissions and contribution to the preservation of motoring heritage. Time to lobby your local politician before it's too late.

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2022 Events Planning Guide

A selection of car events in British Columbia

For detailed events listings visit:

www.westerndriver.com • www.autoeventlist.com

MAY

- 21** Vancouver All British Field Meet
ABFM 2022, VanDusen Garden
Vancouver
- 22** Vancouver All British Vancouver -
Harrison Hot Springs. Depart KMS
Tools Coquitlam
- 21-22** Knox Mountain Hill Climb, Kelowna
- 22** Peachland World of Wheels car
show, Peachland
- 24-25** Coastal Swap Meet, Tradex Centre,
Abbotsford
- 29** GVMA's Spring Show, Port
Coquitlam
- 29** Ride to live Classic Vehicle & Motor-
cycle Show Trev Deeley Vancouver

JUNE

- 5** British Restoration Fair Saanich
Van Island
- 5** Annual Model A Sunday, Fort
Langley
- 11** Fraser Valley Classic Car Show
Chilliwack
- 11-12** Lumby Days Car Show
- 12** All Pontiac GMC Show Langley
- 12** Nostalgia Wines Show and Shine
Oliver
- 17-19** Seaside Cruisers Fathers Day
Qualicum Beach
- 18** KMS Tools Charity Show & Shine,
Coquitlam, BC
- 18** Burnaby Heights Show
- 24-26** Peach City Cruise, Penticton
- 26** Victoria Swap Meet, Saanich
- 26** Fortin's Village Classic, Chilliwack
- 30-July 3** Golden Spike Festival Port Moody

JULY

Collector Car Month

- 1-3** Vintage m/cycle Canyon Run
Abbotsford
- 2** Logan Lake Show
- 3** Vettes at Fort Langley
- 8-10** Spokane Swap Meet
- 8-9** Vintage Truck Museum Show
Cloverdale
- 9** Collector Car Appreciation Day
- 10** Ford and Friends Show Victoria
- 10** Totem Classic T-Bird Show
Whiterock
- 10** Brits on The Beach Ladysmith
- 22-24** Jags On The Island, Victoria

AUGUST

- 1** Tsawwassen Sun Festival Car Show
- 6-7** BC Historic Motor Races Mission
- 18-21** All Triumph Drive in Olympha Wash
- 20-21** Ladner Classic Car Show
- 27** British Heritage Classic Car Show
Steveston

SEPTEMBER

- 10** Langley Good Times, Aldergrove
- 18** Model A Swap Meet Langley
- 23-25** JellyBean Fall Colors Tour Surrey
- 24** Greater Van Pioneers Induction
Ceremony Cloverdale

December

- 26** VCC Boxing Day Run Vancouver
Planetarium



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The Greatest Show on British Wheels, Vancouver ABFM, is looking forward to welcoming everyone back to the celebration at VanDusen Botanical Garden on Saturday, May 21, 2022.



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