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ABFM 2023 JUDGES ROSTER

Vehicle awards are carried out under the direction of Chief Judge Nigel Matthews and John Allen using two methods (A) Entrants Choice voting & (B) assigned judges for Judging Sponsored classes.

(A) ENTRANTS CHOICE: where all registered entrants vote by ballot 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 62 Classes with First and Second in Class awards for a total of 124 Entrants Choice awards plus the following 15 judged Sponsored awards.

(B) JUDGED SPONSORS AWARDS: 15- categories using a point system.

BEST UNRESTORED, SURVIVOR CAR

(Car must be 1987 or prior)

JUDGES: Ken Miles, David Gilmore.

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: Jim Hilton & Wes Stinson

B-TEAM: Martin Phillips & Rick Regan

BEST MODIFIED VEHICLE

JUDGE: Jim Hilton & Ed Tretwold

YOUNG TIMER AWARD (30 & UNDER)

JUDGE: Kellen Voyer & Rhodri Windsor-Liscombe

BEST MOTORCYCLE OVERALL

JUDGES: Ted Laturnus, Cedrick Carter

LAND ROVER SPIRIT AWARD

JUDGE: Don MacDonald

STUDENT JUDGING AWARD

JUDGES: Young Guns Garage students. Chad Glenderman

FEATURED MARQUES (3)

MG Sports Cars & Sunbeam Alpine

JUDGE: John Allen & Lionel Hondier

Aston Martin

JUDGE: Olivier Spilborghs

NEATEST LITTLE CAR

JUDGE: Patrick Stewart

MOST ELEGANT CAR

JUDGE: Mike Kelly & Rhodri Windsor Liscombe

2023 ABFM SHOW GUIDE

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It's Showtime Classic Car Fans



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

Equally inspiring is the increasing number of enthusiasts who show up at the entrance gate to enjoy what is known as, *The Greatest Show on British Wheels*, and that's a good thing because it confirms that the old car hobby is alive and growing here in Western Canada despite disruptive elements that affect such events.

So, this is your show! You are the keepers of these beautiful machines, and you are the admirers who gather faithfully to walk down memory lane to observe, be inspired and pay homage to their cultural heritage.

As is the show's tradition, we pay tribute to select marques celebrating a significant anniversary. None of us were around 100 years ago when in 1923, Cecil Kimber began production of the MG sports car, a division of Morris Garages Ltd, Oxford, England. All around the world this year, MGs are being celebrated, and at the show today, you can see a record-breaking display of 106 MGs ranging from 1930s J series cars through T series plus A, B, C, GT up to 1990s Modern class cars.

Brendan McAleer's MG story, featuring seven locally owned cars, will grace the pages of this month's internationally renowned HAGERTY magazine with his J 2 sidebar story published on page 7 of this magazine.

Not to be outdone, Aston Martin celebrates its 110th anniversary worldwide in 2023, and we are delighted to be hosting 30-plus examples in a display sponsored by Aston Martin Vancouver. See page 12.

The 120-year-old Sunbeam Motor Car Company, detailed in Professor Rhodri Windsor-Liscombe's fascinating historical take, is on page 14. In this part of the world,

vintage pre-war models are very rare. Still, you will find a small display of the much later model 1950s Sunbeam Alpine sports cars in the upper Great Lawn area. And in the Motorcycle display, look at the very rare 1950 Sunbeam S7 motorcycle that its current owner has fully restored. See page 18.

The recent announcement that Jaguar's F-Type is the end of the line for producing its combustion-powered sports car brings to the fore the sensitive topic of alternative energy for the collector car industry. Some might think it a sin to put an electric motor in a classic car, but others have good reasons to do the transplant now that technology is improving and conversion costs are decreasing. Other reasons to think about converting to clean energy are outlined in the Owen Automotive E-Healey conversion story on page 17.

For the first time at the Vancouver ABFM, there is a display of converted classics titled "Classic Look Modern Drive." Take some time to view these examples and get answers from experienced owners and restorers who have completed the work—who knows; this might be the future salvation of the collector car hobby.

Yes, we are indeed in disruptive times with the speed of change accelerating, so what better opportunity to gear down, relax and enjoy the company of fellow enthusiasts and admiring public, surrounded by magnificent machines in all their glory, complemented by the natural beauty of a world-class Botanical Garden. Automotive journalists have called the Vancouver ABFM "one of the finest displays of classic British cars in North America" because of you and your phenomenal vehicles.

Patrick & Joan Stewart

ABFM hosts & organizers



Next Year's Featured Marque

The 2024 Vancouver ABFM will celebrate all Triumph models at the famous marque's 101st anniversary. With so many anniversaries and a capacity for a maximum of three featured marques each year, it is not always possible to coincide celebrations with the same anniversary year. The Triumph class at ABFM is always a large display of 60+ classics, primarily 1960s and later models. Look for this year's collection on the Great Lawn area of the show.

Setting the record straight

The protocol for the celebration of anniversaries is to start from the first date when the event occurred. First produced in 1923, this is the celebratory date from which all things MG truly began.

Over the years, due to misunderstandings, other dates such as 1924, 1925 and even 1928 have been erroneously adopted as the starting point of MG. The explanation for the differing dates is as follows.

In 1921, when motorcar designer Cecil Kimber joined Morris Garages, his enthusiasm for motorsport eventually led him to develop 'hotted up' Morris cars. The Morris Garages produced a few Morris cars with bespoke coachwork (mainly up-market saloons), and in 1922 began to sell Morris Cowleys with coachwork that they named the "Chummy Body."

More than 100 small 4-seater-bodied Chummies were sold but never marketed as MGs. However, Kimber modified his personal Chummy and won a gold award with the car in the 1923 London to Land's End Trial.

Kimber's success in this event led to William Morris sanctioning a production order for six sporting 2-seaters—the first MG sports cars.

The Oxford firm Charles Raworth & Sons made the coachwork for these six 2-seater sports cars. And Kimber's design tweaks incorporated various improvements in handling and performance, enabling the car to do 60mph on the flat!

The car's styling included several iconic features on MGs for several years—rakish swept wings, a sloping

windscreen with triangulated end frames and 'marine-style' air ventilators on the scuttle vent.

These first MGs were available to customers in 1923; the first recorded sale was in August 1923.

The MG Octagon—a history in its own right

The MG octagon first appeared in an advert in The Oxford Times on March 2, 1923, and was used in virtually every MG advert afterward. The octagon logo is understood to have been designed by Ted Lee, a cost accountant at Morris Garages. The two-letter MG acronym surrounded by the octagon soon became the established logo.

The first trademark application for the image was in April 1928. Even then, the "date of claimed first use" was erroneous. The date given on the application was May 1, 1924 (probably taken from the earliest advert to hand), whereas the octagon logo had appeared in March 1923.

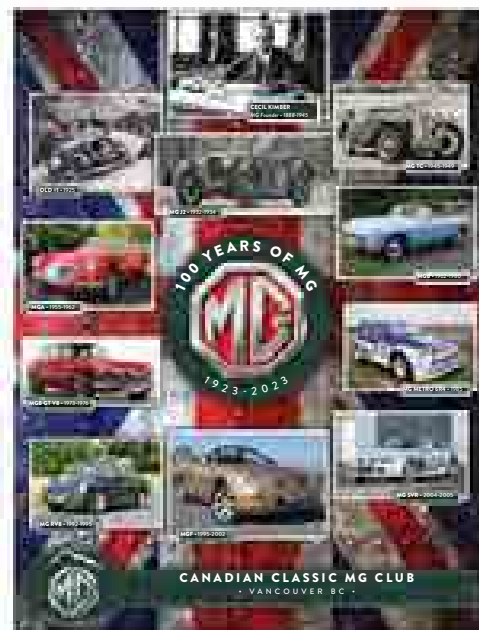
These errors are responsible for the belief that MG started in 1924 or even in 1928, the year of the trademark claim.

Further confusion over the 1975 Jubilee MGs

In 1975, under British Leyland management, MG was desperate to shift stocks of MGB GTs, so a model named Jubilee was introduced. The management team believed the production of MGs began in 1925, so 1975 was deemed the marque's 50th anniversary. Sadly, they were two years too late, but the error convinced the uninitiated to believe that 1925 was the start date of the marque.

2023 Centenary Celebrations

The big MG Centenary event will be held in England



MG100 poster graphic, courtesy Canadian Classic MG Club. P. Tilbury.

on May 27, 2023, at Gaydon. All major MG car clubs are involved with this event, including the oldest—the MG Car Club in Abingdon—and all of those clubs agree that the first MGs were the Raworth-bodied Super Sports built in 1923.

Here in British Columbia, Canada, thanks to local enthusiasts and the Canadian XK Jaguar/Classic MG Club, 100-plus MGs will be displayed at the May 20 Vancouver ABFM, celebrating this historic milestone. MG A, B, C, F, R, T, and GT models will join several rare Pre-War J, NB and TA models to complete this spectacular tribute to the marque.

Cyberster EV- Not Your Grandpa's MG

An exciting new chapter in the MG story was announced at Auto Shanghai 2023. MG Motors officially confirmed production plans to produce its unique high-performance EV sports car—The Cyberster.

It's the first MG Sportscar since the TF, and after years of leaked press images and prototype mock-up drawings—this is the real deal. The Cyberster boasts classic sports car lines, unique detailing and gull-wing doors like a hypercar.

Marque lovers have been waiting for a long time to see the results of this British-designed, Chinese-built chapter in the long heritage of MG. A halo model sports car has been a much-needed addition to the company's impressive EV line-up.

Cyberster marks a much-anticipated return to sports car production by MG with its potent all-electric powertrain and con-

temporary cabin featuring cutting-edge driver technology.

"Our intention was to create a completely new roadster ready for a new generation of sportscar drivers and which opens a bold and compelling new chapter for MG," said Carl Gotham, advanced design director of the

company's Marylebone design studio in London. "The focus for Cyberster was to create a design that was respectful of the brand's illustrious past and to bring back that sporting bloodline while also being absolutely clear that it should be modern and forward-facing like the MG of today, completely in-tune with the rapid transi-

tion to electric vehicles."

Cyberster's styling pays homage to much-admired roadsters from MG's rich heritage, with its distinctive long bonnet, low nose and curvy surfaces. It also introduces striking new features, such as its unique scissor doors and Kamback rear design.

"This is the perfect time to introduce an MG that completely reconnects with our performance DNA and is designed to enthrall the driver on every level," said Guy Pigounakis, commercial director of MG Motor UK. "MG is all set for an electric, sporting future, and it is the perfect way to start celebrating our 100th anniversary."

Cyberster is to arrive for sale in the UK and Europe in the summer of 2024—no word on the much-anticipated North American distribution.





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as Lotus Cars' final internal combustion engine-powered (ICE) vehicle.

A Shadow Grey First Edition V6 Emira press car graced Vancouver with its presence in November 2022. During that weekend visit, it drew countless

eyes from fans and onlookers walking past our showroom, where it sat among the company of its outstanding Lotus predecessors.

The visiting Emira was also made exclusively available for soon-to-be owners

and dear friends from the Lotus Car Club of British Columbia for a private viewing at our Service Centre, complemented by drinks and refreshments.

Later during its visit, the Emira was driven to TROVE in Richmond, accompanied by our silver Esprit, for an evening on display for fans and car enthusiasts from all walks of life.

Now that European and Asian deliveries are underway, production in Hethel, England, is increasing. North American Emiras arrive by late Spring 2023, right on time for driving season!

At this time, we are pleased to debut the Seneca Blue V6 Emira demo unit at The Greatest Show on British Wheels, ABFM 2023, at VanDusen Garden on May 20 and at Harrison Hot Springs All British Run Rally on Sunday, May 21, where we will release test drive details.

Contact lotusvancouver.com to learn more about the Lotus Emira and other upcoming Lotus events. 📍

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True Sportscar Exhilaration for the Everyman

By Brendan McAleer



On its launch in 1932, the plucky little J2 Midget set the template for sporting MGs. Plenty of other swift and nimble machines had issued forth from Morris Garages in previous years, including the M-Type Midget, but the J2 wrote the recipe that would last to the last TF roadsters of the mid-1950s. It was agile, affordable, and fun. It still is.

This example is a 1933 model and belongs to Dr. Robert Follows of West Vancouver. Many perhaps more historically significant machines have passed through Dr. Follows' hands—or are still owned by him—but this J2 is the one that reminds him of his youth as a medical student, cluttering up a side street with his flatmates with all manner of work-in-progress English.

Of course, this J2 restoration is rather a better quality than would have been available on a university student's budget. It's a lovely vehicle, with period-correct red

lacquer paint shining in the spring sun—though not as shiny as modern hues can be. The 847cc four-cylinder engine bursts into song with nary a stumble, and off down the road, this tiny car scoots.

Available almost exclusively as an open-seater with cut-down doors, the J2 Midget is infused with some MG racing heritage. Its overhead cam engine is relatively advanced for the era, with twin SU carburetors cribbed from the earlier competition-oriented M-Type. Power is slight by modern standards, just 36 hp at 5500 rpm. But then the J2 only weighs 495 kg (1091 lbs). Top speed was recorded as above 80 mph, though the cable-actuated brakes made such excursions only for the very brave.


Instead, the J2 was about preserving momentum, skittering through the corners on its narrow tires. In-period, J2s were a club racer's favourite, the four-speed

manual requiring expert handling to really wring out every bit of horsepower from the engine.

On today's streets, the J2 is like flying a Sopwith Camel past people snoozing in modern passenger jets. While a modern car is more competent, it is also a sensory-muffling cocoon.

The J2 is bugs-in-the-teeth frontlines motoring.

MG only made the J2 Midget for three model years from 1932 to 1934. Happily, however, it preserved that gleeful driving experience in the later T-series cars and into the modern era with the MGA and MGB that followed.

Not as fast as a Bentley, nor as rare as a prewar Aston Martin, the J2 Midget is arguably more important than either. The car stands as MG's mission statement: true sportscar exhilaration for the everyman. 



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Jaguar's First and Last Combustion-Powered Sports Cars

By Brendan McAleer



Launched at the London Motor Show in 1948, the XK120 marked the beginning of Jaguar's sportscar history, and it did so with a slight understatement.

The car's designation was a reference to its top speed: 120 mph or 193 km/h, fleet enough to hold the title as the fastest production car in the world at the time.

In reality, some XK120s could crack on to more than 130 mph (210 kph), assuming the driver at the wheel was brave enough.

This example is a 1954 XK120 Drophead Coupe, a later convertible version—early XK120s were roadsters first, then hardtop coupes. Owned since the mid-1980s by current owner Stephen Plunkett, it was lovingly stored for decades until a proper restoration could be funded.

Decades ago, this car was a pretty un-Jaguar-like Corvette yellow, with red vinyl seats. Now it's a much more elegant deep Battleship grey, akin to the 1949 XK120 Roadster owned by actor Clark Gable.

When new, a Jaguar sportscar was a much more reasonable proposition than a contemporary Aston Martin. However, the performance of a 3.4L straight-six engine spoke for itself and attracted many well-heeled buyers like Gable and Humphrey Bogart, who also owned an X120.

Early on, racing was where Jaguar made a name for itself. XK120s competed at endurance racing events like the 1950 running of the 24 Hours of Le Mans. Special racing prototypes like the C-Type took up the mantle from the XK, but the performance potential from those also flowed back to the road cars. A standard XK120 had roughly 160 hp, but by 1953 you could option a high-performance C-Type head good for 210 hp.

While an XK120 is a very valuable car today, and restoring one comes at a cost, Plunkett is just the sort of owner you'd hope would have such a well-sorted machine. Not long after restoration, he headed up the Sea-to-Sky highway for a lunch stop in Whistler. Which became a coffee stop in Pemberton. Which turned into a full loop up through Lillooet and down the Fraser Canyon before returning home to the lower mainland after an entirely unplanned adventure.

Plunkett's Jaguar won a first in the Jaguar XK class and took the Most Elegant Car Award at the 2022 Vancouver ABFM.

Jokes about Lucas electrics aside, a vintage Jaguar



F-Type, end of an era.



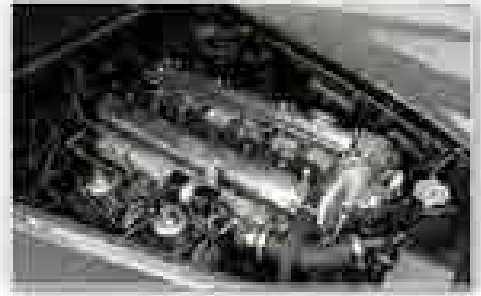
can often reward a mechanically sympathetic owner. This XK120 sings through its straight-six engine, offering plenty of torque, with a four-speed manual handling shifting duties. Drum brakes at all four corners perhaps don't provide the confidence of disc brakes—later Jaguars adopted disc brake technology early on—but the car offers a far more modern driving experience than prewar cars and even many 1950s contemporaries.

Jaguar XK120 production ended in 1954, and the XK140 and XK150 replaced it as top speeds rose. Eventually, the XKE (or E-Type) of the 1960s arrived, a lasting icon that would define desirable Jaguars.

But before that, the XK120 set the template for all great Jaguar sportscars. It was fast, elegant, and capable of dual duties as a sportscar and grand tourer. As Jaguar celebrates 75 years of building sporting excellence, their first effort is worthy of nostalgia, not just a footnote of history.

F-Type the last iteration of fuel-powered Jaguars

Seventy-five years later, Jaguar is drawing a curtain



across its combustion-powered sportscars, with the F-Type being the last. Be it resolved that the F-Type is going out with the required bang. It's not a perfect machine: not as ruthlessly polished as some of its German rivals, hardly practical, and not the most technologically advanced offering.

But few companies do old-school firepower like Jaguar. For the Canadian market, the F-Type's powertrain is streamlined for the 2024 model year. The sole engine choice is a supercharged 5.0L V8, producing either 444 hp in the P450 version or 575 hp in the P575. An eight-speed automatic transmission directs this power to the ground through standard all-wheel-drive.


Where the road has flow, so too do both variants of F-Type, slicing through sweeping corners with grip and poise. F-Types properly live up to Jaguar heritage here, and one of the great stories of the brand.

On March 15, 1961, Jaguar test driver Norman Dewis received a phone call with unexpected instructions. The then-new E-Type, just revealed at the Geneva Auto Show, was getting too much attention for a single demonstrator model to handle. Dewis was dispatched on a damn-the-torpedoes overnight run from Coventry to the Swiss capital, hammering through Belgium, France, and Germany, arriving in an elapsed time of just 11 hours in an age before GPS and wide, direct motorways.

The F-Type P575 coupe feels infused with the spirit of that pell-mell E-Type dash, built to lollop across undulating Spanish roads (as tested) with eye-widening speed. But the difference in power over the P450 at this Gran Tourer pace is not significantly pronounced over the P575.

It should be noted that Jaguar eventually built a V12 version of the E-Type, but the original 4.2L straight-six remains more beloved. Likewise, the F-Type P450 makes all the right sounds, picks up its heels when called upon to blitz past a slow-moving articulated truck, and 90 per cent of the time is generally just as satisfying to drive as the P575 90.

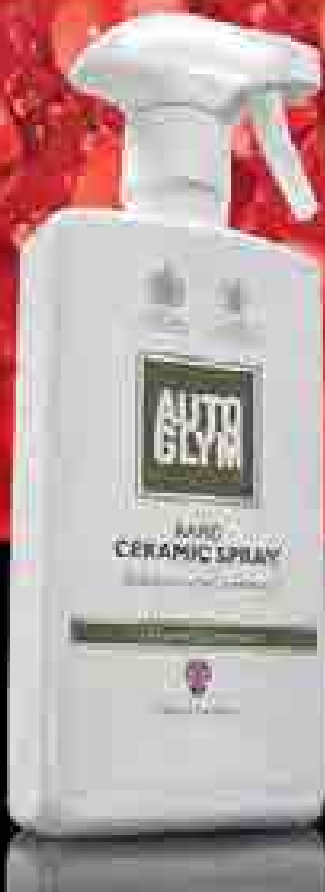
In the future, Coventry will have to figure out what the next steps are. In the present, the thunder of two supercharged V8s echoes across the mountains and down into the valleys.

The combustion-engined Jaguar nears the end of its time, but it is not willing to go without one last fight. 

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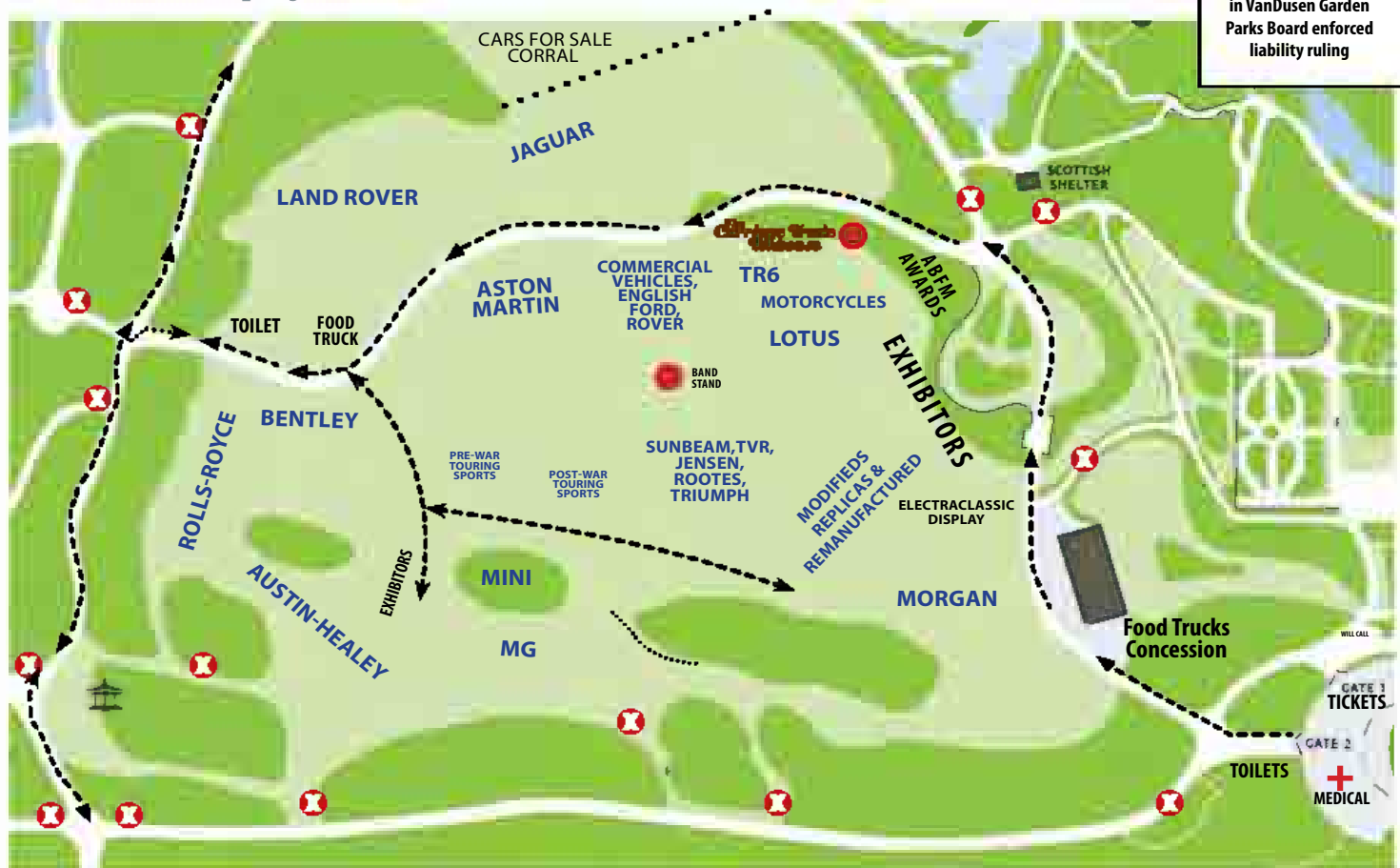
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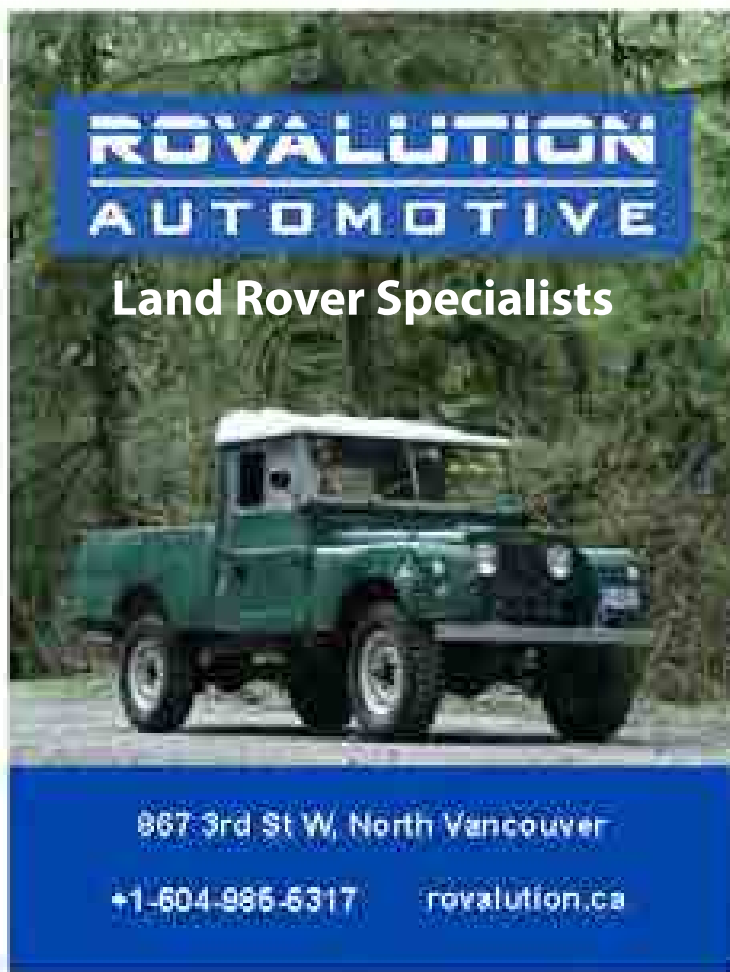


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Record number of Astons at Vancouver ABFM celebrate marque's 110th anniversary



Oliver Young's 1963 Aston Martin DB4 shares the stage with a 2023 Aston Martin DBX.

The past, present and future of Aston Martin are being honoured through a year-long 2023 celebration of the iconic British brand's 110th anniversary, which began on January 15, 1913, when founders Lionel Martin and Robert Bamford officially partnered to create the first Aston Martin car. This partnership ignited over a century of automotive intensity, cutting-edge British innovation, and high-octane racing success.

For the historic 110th anniversary, a new, strictly limited, exclusive model is being unveiled later this year.

The milestone will also take centre

stage of this year's British Grand Prix at Silverstone, Goodwood Festival of Speed, Pebble Beach Concours d'Elegance and other significant events across Aston Martin's key regions as part of a global marketing campaign entitled "Intensity: 110 Years in the Making."

The 110th anniversary is one of several notable landmarks for Aston Martin in 2023, with the year also marking 75 years of the DB bloodline, 60 years of the iconic DB5 model and 20 years of Aston Martin's Gaydon headquarters, the purpose-built facility serving as a centre of excellence for world-class sports car design and engineering.

New take on a classic Mini

By Nadir Ibadullah



As a child, I was fascinated by Minis, and my passion for them has only grown over the years. My first car was a classic mini, and I've been hooked since then. I love the original Minis and want to keep them alive and on the road.

To help spread my love for Minis, I've taken one of them from my collection of more than 30 classic Minis and added a vinyl wrap to attract the younger generation. If more young people are

interested in classic Minis, we can ensure the community of Mini owners is active and thriving.

In addition to the aesthetic updates, I have also made some modifications to the engine, and to make it more eye-catching, I've chromed as many engine parts as possible.

I aim to keep the Mini legacy alive and share my passion for these iconic cars with as many people as possible.



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Sunbeam: The Lure of Success

By Rhodri Windsor-Liscombe

In 1928, months after securing his second Land Speed Record (LSR) in successively more powerful Sunbeam motors, Henry Seagrave published a much-read book, *The Lure of Speed*. The title summarised the story of the Sunbeam marque from establishing the Sunbeam Motor Car Company in 1905 through its acquisition in 1935 and demise, post-purchase by Chrysler, in 1967. That final phase nonetheless speaks to the lure of the US market, resulting in more robust American engines for several British automobile companies and intriguing and long-standing cross-Atlantic connections.

Seagrave, knighted as Sir Henry in 1929 after securing his third and final LSR in 'Golden Arrow,' was born in Baltimore to an American mother and Irish father. Like his second LSR, the third one was achieved across the Pond at Daytona Beach, first in 1926 with a 4-litre Sun-

beam, dubbed 'Ladybird' (152.33 mph; on Ainsdale Beach near Southport, England) and then in 1927 mastering the vibrant red-painted 1000hp Sunbeam, nicknamed 'Mystery'—or to the less romantic 'The Slug' (203.79 mph).

In 1929, albeit not in a machine-assembled Sunbeam, he hit 231.45 mph. Seagrave, along with other racers and less spirited drivers, was attracted to the Sunbeam marque because of the quality of its engine, body build, power and reliability. The marque had followed a trans-Atlantic, mainly British manufacturing transition pattern from bicycle to side-car to motor bicycle to the motorcar.

Established by John Marston at Blakenham, England, Sunbeam enjoyed the design talents of Louis Coatalen, benefitting by association with the French companies of Darracq and Clement Talbot.

This British enterprise, alongside



other English marques like Rolls Royce, Armstrong Siddeley or Alvis—not forgetting the Rootes Group—grew exponentially due to the massive injection of funding and demand required for the slaughterous WWI.

Hundreds of Sunbeam's 12- and 16-hp engined chassis were supplied for military service in car, ambulance or troop

transport configuration. Incidentally, that competence went into the company's bus and trolley bus production that lasted into the 1960s. In addition, the Sunbeam Works at Moorfields and the London Darracq and Talbot factories completed some 647 aircraft under license from Short Brothers and AVRO.

Less notable but important for



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high-speed automobile racing and record-breaking was a succession of aero engines.

Following the lure of speed and global recognition, Sunbeams raced at Brooklands, driven with remarkable courage by Seagrave, J.G. Parry-Thomas, or Knelem Lee Guinness. The latter set a world speed record at Brooklands' banked circuit in 1922, driving a 350hp Sunbeam based on the aero engines.

The Sunbeam 1926-1930 Super Sport intended to rival Bentley, and the later 1933-1935 Speed 20 and 21 likely hoped to attract American and European buyers. However, the Wall Street crash of 1929 put paid to such aspirations and, worse still, to the original Sunbeam Motors.

Meantime, the British hold on Grand Prix racing—also a factor in the financial collapse of Sunbeam—slipped into



German and Italian toolboxes. Only John Cobb in the Anglo-American Napier-Railton retained the LSR for Britannia sequentially through 1938, 1939 and 1947 on Bonneville Sands, ramping up to just over 403 mph (unbroken until 1963 and awarded the prestigious Seagrave trophy for that feat). Unfortunately, he died attempting to raise the Water Speed Record again like Seagrave and Malcolm Campbell (who had wrested Cobb's LSR in 'Bluebird,' the final piston-engined motor, at over 429 mph).

On a happier note, Sunbeam, under the control of Rootes, did prosper and forge a better American bond. Briefly badged as Sunbeam-Talbot, but using standard frames with Hillman Minx (S-T 80, woefully underpowered) or Humber Hawk (S-T 90) engines, the cars were handsome and popular.




The S-T 90 thrived through three marques, boasting an elegant convertible by Thrupp & Maberly.

Morphing into the Sunbeam Alpine, another Seagrave recipient, Stirling Moss, thrice won the Coupe d'Alpines (1952, 1953 and 1955) while Sheila van Damm and Anne Hall captured the 1955 Monte Carlo Rally.

The lure of more American drivers led

Sunbeam to join other British firms to the Land of the Free and Home of the Brave during the post-WWII decades, including Austin, Riley and, most profitably, Jaguar.

Sunbeam's other models were the Rapier (from 1955), the new Alpine (from 1959) and an almost true winner, the Tiger (from 1964 until acquisition by Chrysler in 1967). That latter reflected the importance of the American connection for British motor enterprise over the century.

In 1966, under the direction of Carroll Shelby, the English Tiger model was reconfigured and fitted with a Ford V-8 engine—the lure of success resulting in the combined forces of British metal and American muscle. 



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Support Young Guns Garage Automotive Work Projects

The Vancouver ABFM is proud to host the Young Guns Garage (YGG) charity organization for the second year through the Hagerty Youth Judging program.

A team from YGG, under the direction of the organization's director Chad Gelderman, will be tasked with judging a selected number of classics from the display field and a presentation of the Youth Judging Award, sponsored by Hagerty, presented to the winner with an honourable mention for second place.

The ABFM's 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 promoting this worthwhile organization.

A program of Youth Unlimited, 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, being involved in a restoration project allows car enthusiasts and young people to work together and connect in a meaningful




Current work in progress, a Datsun 240Z on the hoist at Young Guns Garage.

and unique way, as many enthusiasts have experienced with their family members.

The organization's workshop garage in Surrey, BC, is where most hands-on work occurs. The well-equipped facility offers weekly drop-in times for young people to get involved and talk to qualified instructors.

Donations of project cars and automotive parts are welcome in support of ongoing projects.

For more details on how to help this worthwhile organization grow, check out their website www.young-guns-garage.ca

Look for their booth and fundraising draw at the May 20th ABFM classic car show and their recently completed Nissan sports sedan. 

Deserving of Recognition

Low Lewis (Lewie) Award

Recognizing people and their significant contribution to the classic car hobby has been a priority at the Vancouver ABFM since 2002, when the first award was presented for outstanding contribution to the automotive and classic car industry.

This year's recipient will be announced on May 20, 2023, at the show's awards presentation ceremony and posted to westerndriver.com.


Motoring Mouth Award

The classic car hobby thrives on interesting people unafraid to express their enthusiasm and passion for this hobby (obsession). This award, named in memory of **Michael Powley**, who was the ABFM's official MC for many years,



recognizes a person who best represents the true spirit of a classic car enthusiast.

Edd Award

Hard-working and enthusiastic volunteers make events happen, especially at the ABFM, which was the case with chief marshal **Edd Langelier** for over 25 years. This award, in his memory, was introduced in 2016 to recognize those who provide excellent volunteerism at a classic car event. 

1962 E-Healey: Classic Look, Modern Drive



Body ready for mechanicals.



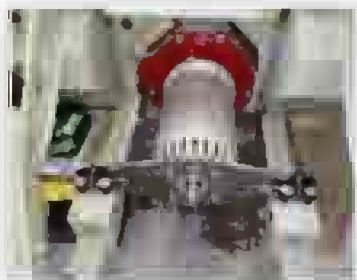
Battery bay clean and tidy.



Load in 130/175 FtLbs torque motor mated to Toyota 5 Speed transmission.



Test drive fully charged.



The 'Turkey'.



Spec Healey cockpit.

So, you have this classic, well-used Austin Healey that you have driven and enjoyed for the past 15 years of its 61-year existence, and now the tin worm is starting to bubble through the faded paintwork.


What to do with this iconic British sports car, with its clapped-out internal combustion engine, dodgy gearbox, worn interior and rapidly dilapidating body? Oh, and yes, the grandkids say they don't want it after you're gone because it pollutes the environment!

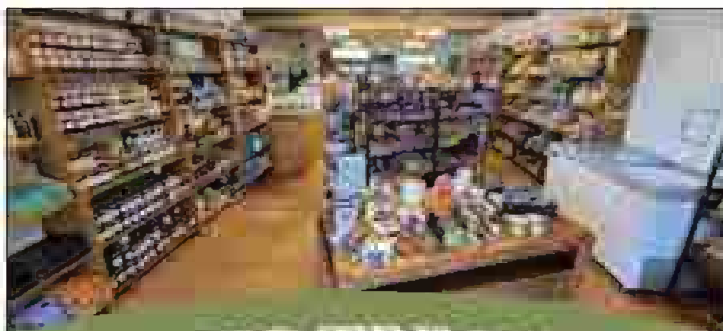
That is a situation that many senior members of the classic car community will be facing in the next five to ten years, and there has been much debate between purists and first adopters on a solution—even to the extent of suggesting that the future of classic car ownership is at stake.

So, if you are a purist, you go through the complete restoration process, pay the

cost, and enjoy your fully restored pride and joy after at least a year of wait—that is, if you can find a restoration shop with space to do the job in that timeframe, as many have at least a two-year waiting list.

Suppose you are fascinated with technology and encouraged by those demanding grandkids. In that case, your choice may be to be a first adopter, using the opportunity to convert the mechanicals of your classic vehicle with an electric transplant.


The artisans at Jet Stream Custom Auto in Sidney, BC, had just such a client, and their artistry results are in the work-in-progress photos above. This E-Healey and several other electric cars will be displayed at this year's Vancouver ABFM, providing the opportunity to discuss full conversion details with the experienced owners. 



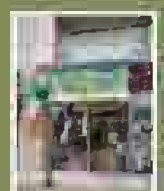
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MOTORING COLLECTIBLES ONLINE

1950 Sunbeam S7 Deluxe

By Margot Barton, with input from Russell Barton



Russell Barton bought his 1950 Sunbeam S7 Deluxe motorcycle, a literal basket case at the time, in the early 1980s. The unfortunate bike was being driven in the back of a truck in Victoria when something gave way, and it fell from the vehicle. Luckily, Russell's acquisition of the bike was before marriage, and the addition of kids, and he had quite a bit of spare time to repair and even improve this motorcycle.

From 1949 to 1956, the Sunbeam factory in Redditch, England (just outside Birmingham), manufactured only 5,554 versions in three models—S7, S7 deluxe and S8. Post WW2, Britain was an impoverished place, and between shortages of everything and gas rationing left over from the war, motorcycles were popular options for family transportation. Under those circumstances, the S7 Deluxe was a luxurious and expensive option. It had a shaft drive, a 500cc engine, and a stiff enough frame to haul a sidecar easily. It also had rubber engine mounts,

dubbed “rubber-band suspension,” which dampened engine vibration and gave it quite a smooth ride on its balloon tires. Due to chrome rationing at the time, the S7 has very little on it.

Barton's 1950 model had suffered frame damage during its fall. As a 30+-year-old motorcycle in the salty damp air of southern Vancouver Island, it also had the expected issues associated with rust and deterioration.

He replaced the bent frame with one from a motorcycle breaker in the UK, spruced up the engine, bead-blasted the body metal, and had the bike painted a slightly more pleasant colour of green than the original “Mist Green,” which looked a little too much like a Land Rover colour to him.

The motorcycle struggled with idling, so Russell replaced its original ignition coil with an ex-Honda coil to make it run smoother while retaining its pleasing purring engine notes.

Post-restoration, the motorcycle makes trips to shows, occasionally—part of an exhibition of vintage British vehicles at Expo '86, attendance at all British field meets (none this century), and participation in the famous Tulameen Daze parade in BC's cottage country. The last time it appeared at any show was 10 years ago.

See the 1950 Sunbeam S7 Deluxe on display in the motorcycle section at this year's Vancouver ABFM.



2023 Events Planning Guide

A selection of car events in British Columbia.

For detailed events listings visit:

www.westerndriver.com • www.autoeventlist.com



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