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#### ABFM 2025 JUDGES ROSTER

Vehicle awards are carried out under the direction of Chief Judge John Allen using two methods (a) Entrants Choice voting and assigned judges for Judging (b) 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 61 Classes with First and Second in Class awards for a total of 122 Entrants Choice awards plus the following 13 judged Sponsored awards.

(B) JUDGED SPONSORS AWARDS 13- categories using point system.

**PEOPLE'S CHOICE** JUDGED BY THE ATTENDING PUBLIC.

#### **BEST UNRESTORED. SURVIVOR CAR** (Car must be 1987 or prior) JUDGES: Martin Phillips, David Gilmore.

**BEST DEBUTING RESTORATION** 3- CLASSES: Restoration costs - Under \$50 K; \$50 - \$100K; More than \$100K. JUDGES: John Allen, Lionel Hondier

> **BEST MODIFIED.REPLICA. REMANUFACTURED VEHICLE** Judge: Jim Hilton & Ed Tretwold

**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: Young Guns Garage students

FEATURED MARQUES

**Rolls Royce** JUDGE: Rhodri Windsor-Liscombe

**NEATEST LITTLE CAR** JUDGE: Patrick Stewart

**MOST ELEGANT CAR** JUDGE: Mike Kelly

#### 2025 ABFM SHOW GUIDE

Published by Westco Media Ltd. Vancouver, B.C. Canada | TEL: 604 644 9067 www.westerndriver.com

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Brent Martin. Brendan McAleer, Michael Stockdale

## Welcome to our Garden Party, Classic Car Fans

As the saying goes, time flies when you're having fun! Here we are still having fun with our old cars--40 years since the first ABFM occurred in the parking lot of MCL Motors circa 1985.

The VANCOUVER ABFM organizers take this opportunity to thank all supporters--the car owners, who are the keepers of these wonderful machines; the admirers, who gather faithfully to observe, be inspired and pay homage to the cultural heritage of the assembled displays; and importantly, the financial support provided by sponsors and vendors.

As is the Show's tradition, tribute is given to select margues celebrating a significant anniversary each year. This year, Rolls-Royce celebrates 121 years and is the Featured Marque. Thanks to the Rolls Royce Club, an extensive display collection-from

early prewar to the latest 2025 Cullinan and Ghost Series II—is displayed on the Garden's Upper Lawn. (See Rhodri Windsor-Liscombe's historical profile story on page 8.)

The second featured margue pays tribute to the British Motorcycle Club of BC (BMOC) in recognition of its 40th anniversary. One of the longest-running motorcycle clubs in Canada with an active membership, the BMOC intends to showcase various margues to celebrate the club's 2025 significant milestone. (See page 14).

Also celebrating anniversaries this year is MGA at 70 and MGB-GT at 60. Look for special club displays of these popular British sports cars in the MG zone on the upper lawn (see pages 18 & 19).

Once upon a time, making non-factory alterations to a classic vehicle was considered a sacrilege. Given sound reasoning and circumstantial situations, this is not always the case now. Modification due to environmental concerns and laws, parts and expert labour starvation, and ever-increasing restoration costs can all justify opting to modify to an owner's specification.

The ABFM is always interested in presenting different aspects of the hobby, and Modified/Remanufactured/Replica Classics from multiple margues are one display aspect of the Show, designed to inform and educate inquiring enthusiasts. Look for a rare D-Type Jaguar replica with "connections" to a famous local owner who raced at the now-defunct Westwood Racetrack in the 1950s. Read Brendan McAleer's intriguing story on page 4.

Catering to all culinary tastes, in addition to British fish 'n chips, the 2025 Show will see a wider variety of Food Truck vendors in attendance, plus the popular







Carriage Trade Tea House, where you can enjoy a proper British High Tea with friends.

In addition to musical entertainment by the Show's resident Little Mountain Brass Band, local Pop group Definitely Not The Beatles (DNTB) returns with frontman and collector-car enthusiast Randy Cunningham, a.k.a. John Lennon, taking the stage to rev up the sixties vibe and entertain the lunchtime crowds. For a fun time, attendees are encouraged to dress in nineteen-sixties and seventies attire, with prizes awarded by the band.

We look forward to welcoming everyone to the "Greatest Show on British Wheels" when the gates to the world-class VanDusen Botanical Garden open on Saturday, May 17, 2025, for a day of fun, enjoyment, and a trek down memory lane at this unique Garden Party.

Patrick & Joan Stewart **ABFM Hosts & Organizers** 



# BC's Jaguar D-Type





Today, every manufacturer offers a digitized experience whereby you can see pictures and videos of the car you're interested in, scroll through the long list of options, and even configure a virtual model to your desired specification. In the 1950s, you had to go to the source. Thus it was that Oxford Motors, part of the large Plimley Fourth Avenue group, decided to order one of each model of new Jaguars for the 1956 model year. Upon receivership, staff was somewhat bemused to discover that they'd ordered a Le Mans racing special.

It's fun to think of this as a whoopsie from the sales manager, but in reality, you could hardly get better publicity than having a Jaguar D-Type in your showroom in 1956. D-Types had won several prestigious endurance races by this point, not least of them two recent 24 Hours of Le Mans victories in a row. The fact that it was absolutely stunning to look at probably also helped draw in the crowds.

Only slightly over seventy D-Types were built by Jaguar between 1954 and 1957, and they are multi-million dollar collector items today. The D-Type brought in by Oxford Motors, XKD-558, appears to be the only such example delivered new to BC, and possibly even to Canada as a whole. For any young Jaguar fan, seeing it in person would have been electrifying.

Certainly it was so for Ian Newby. Now a retired Major with

a movie production company that has supplied everything from the heavy transports used in Deadpool to the uniforms for Saving Private Ryan, he was then just a young race fan, seeing the D-Type run at Abbotsford airport.

Oxford used its D-Type as a demonstrator, with "Plimley 4th Ave." painted on its flanks, red contrast against cream paint. Le Mans gave the D-Type most of its fame, but it should be noted that this car was the finless, short-bonnet variant, and it had plenty of potential for sportscar racing of the day.

One thinks nothing of seeing a Lamborghini or Aston-Martin plying the streets of the Lower Mainland today, but in the 1950s the city was still at least fifty percent lumberjack. Some charming period photos of the D-Type show it parked along side three Mercedes-Benz 300SLs, a V12 Ferrari, and another open-topped Jaguar, all six parked in front of stacked timber –

naturally.

But if forestry was still a booming business in BC nearly seven decades ago, there was still space between the pines for world-class racing. Early racing at airports just whetted the appetite for local sportscar enthusiasts, and in 1957, the Sports Car Club of British Columbia broke ground on a 1.8 mile circuit located on the south slope of Eagle Ridge in Coquitlam.

In that same year, Jim Rattenbury of Vancouver negotiated a purchase of the Oxford Motors D-Type for a little over \$6500. This was something of a bargain, but then again the Jaguar had been hanging around for over a year at this point. Rattenbury would take it racing at last.

Over the years, Newby struck up a

friendship with the Rattenburys, joking that he was possibly the annoying teenager always asking questions. As a result of this connection, and with D-Type's second owners, he was given reams of documentation including the original bill of sale and owner's manual.

This last is a fascinating document, showing Rattenbury's attention to detail in carefully setting up the D-Type for each race, meticulously charting each change. It reads like a pilot's logbook. He was trained as a mechanical engineer, and was a prolific builder of racing specials, all the way into his mid-eighties.

The thought of modifying a D-Type might make the purists recoil (just you wait, purists), but extracting maximum performance while adhering to the rulebook is just what you do with a racecar. Rattenbury lengthened the wheelbase slightly, swapped in a De Dion rear axle and supercharged the inline-six.

Many well-known racers would come to Westwood over the years, Villeneuve to McLaren. However, it was very much a grassroots track, and there were several tricky bits that could punt an uncautious

#### **Continued on Page 6**









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Grosvenor is proud to support the **2025 All British Field Meet.** 

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# Jaguar D-Type

Continued from Page 4



The Jaguar D-Type Tribute replica awaits it's May 17 debut at the 2025 ABFM Vancouver.

or unlucky driver into those unyielding pines.

Rattenbury had some success but more importantly managed to keep the D-Type on the tarmac. The car was then sold to Starr Calvert of Seattle, who was not so fortunate. He had the car repainted British Racing Green, but it was not a lucky green as he had several accidents in his earliest races. The most significant was an off at Portland International Raceway in the summer of 1961, where a concrete foundation hidden in the grass caused significant damage to both car and driver.

Undeterred, Calvert set about a comprehensive rebuilding that will no doubt shock the Jaguar faithful in the crowd. He removed the inline six and swapped in a 7.0L Ford V8 in NASCAR specification, replaced the wheels and tires with wide rims off a Chevrolet, cut the bodywork open to clear the twin exhausts, and fitted huge fender flares.

The performance was ferocious, but the modifications certainly didn't make the D-Type more controllable. In 1964, coming down the long straight at Westwood, Calvert lost braking and the car went straight off the banking and into the trees. Incredibly, the driver survived. The Jaguar, not so much.

In the meantime, Newby had embarked on both his military career and entered into longtime Jaguar ownership, buying a 1951 Mark VII with a 3.4L inline-six and a manual transmission from an RCAF flight sergeant. While on station in the UK with NATO, he would regularly meet with both the Jaguar owners club and the D-Type owners club, and on return to Canada founded what is now the Jaguar/MG club of Vancouver.

Newby also gathered together some remaining parts of the D-Type, including the clutch assembly, wheels, differential, steering wheel, and other miscellany. He has sheafs of documentation including the racing logbooks and aforementioned owners manual, as well as the original VIN of the car.

lan and his wife Doreen are both very active in the BC's vintage British car community, and in fact each recently received medals from the British Car Council of Canada - Ian for Jaguar, Doreen for MG. This year, they will be showing a US-built replica D-Type, one that has its own racing provenance and has been fitted with various parts from the original car. It is not meant to be a Ship of Theseus recreation, but a tribute to the Rattenburys and Calverts, and their time spent racing. He's painted the original driver's names on the side of the car, and placed new old stock Westwood stickers on the windscreen. The replica even has the original shift knob from the actual car.

This replica D-Type tribute will be displayed at this year's All British Field Meet at Van Dusen Gardens, held Saturday May 17th. It is of course now possible to download and look at all manner of pictures and videos of racing Jaguar D-Types. But now, as then, it's really better if you go in person.



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# **Beyond Royce's Rollers**

#### By Rhodri Windsor-Liscombe



Lawrence of Arabia in his armored Rolls-Royce, Damascus, 1918.

The final scene of David Lean's visually stunning 1962 movie, *Lawrence* of Arabia, perhaps unintentionally evokes the global scale of the Rolls-Royce enterprise. Lawrence sits alongside his Army driver in an elegant Silver Ghost (the basis for armoured fighting vehicles he had used). He speeds on a desert track, impervious to the landscape and pulsing heat of the sun. The scene intimates the military dimension of Rolls-Royce and the upper echelon of erstwhile British car manufacturers, prompted by the First World War.

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C.S. Rolls with HRH George V, 1900.

From the automotive symbol of societal prestige to excellence of design, performance, and aesthetics, Rolls-Royce became a purveyor of pre-eminent aeronautical and naval technology. The company was nationalized in 1971 and divided into separate entities, the car name and manufacture acquired by BMW AG between 1998 and 2003. However, the pioneering spirit of Charles Rolls and Henry Royce, the aeronautical enthusiast and the enterprising mechanical engineer, respectively, lives on in the dominant legacy of aerospace and maritime propulsion that they initiated at Manchester in 1904 (incorporated 1906).

In addition to the famous cars succeeding the Silver Ghost and Phantom, Rolls-Royce engineering has matched the mottoes of the Royal Marines, *Per Mare*, *Per Terram* (By Sea, By Land), and the Royal Air Force, *Per Adua ad Astra* (Through Adversity to the Stars).

During the Great War, Henry Royce's Eagle was one of the outstanding piston aero engines, alongside W.O. Bentley's rotary BR1 and BR2 aircraft engines, the Bristol-engined Bristol F.2 Fighter, and the Napier Lion.

Royce's Eagle powered the Vickers heavy bomber aircraft, named for the nation-defining wresting of Vimy Ridge by the Canadian Corps in April 1917. Aboard an Eagle-engined Vimy, Alcock and Brown completed the first aerial crossing of the Atlantic.

Before he died in 1933, Royce had

designed the R-type piston engine that secured the Schneider Cup for Britain in 1931 and initiated the development of the superb Merlin V-12 piston aero engine.

Aeronautical development became a component in the consolidation of the British Empire, at its greatest extent between 1918 and 1939, to the benefit of Rolls-Royce and an array of other British firms producing high-end motors—Alvis, Armstrong Siddeley, Bristol, Daimler and Rover being the most notable.

Bentley returned to car production in 1946, while the Napier company turned from racing car development to aero-engine development. Two examples of such technology interchange were Armstrong Siddeley's adoption of the Wilson pre-selector gearing that overcame severe engine wear on early tanks, and Daimler's provision of DH104 motors for the Mark IV version.

Technological innovation accelerated before and during the Second World War, expanding the capacity of Austin, Hillman, Humber, Morris, Lanchester and Wolseley.

Tank production during the Second World War significantly consolidated Rolls-Royce as a global aeronautical and maritime propulsion leader.

In 1940, Rover contracted to enhance the design and performance of Frank Whittle's centrifugal gas turbine jet engine. Rolls' chief executive, Ernest Hives, recognizing the potential of the gas turbine over piston propulsion,



1971 Rolls-Royce Silver Shadow

secured a historic deal with Rover's Maurice and Spencer Wilks. They acknowledged that Rolls-Royce possessed greater aero-technical expertise, and its Merlin provided superior performance compared to the Hurricane, Spitfire, Lancaster, Mosquito, and P-51 Mustang aircraft. Thus, in exchange for relinquishing the W2B/26 jet development, Rover would manufacture the RR Meteor tank engine. Rolls later took control of that program, having already adapted the Merlin for the Centurion tank.

The roll call of the Rolls jets and turbo-props is as remarkable as sustained. Named for British rivers: Dart and Tyne for turbo-propeller engines, and Avon, Conway, Spey, Tyne and, most recently, the



1937 Rolls-Royce 25/30

Trent family of turbofan jets. Those have powered British as well as European, Asian and American military and civil aircraft through the Cold War decades and into the current era of mass tourism—and the renewed threat of global conflict.

Rolls-Royce jets will power the multinational 6th-generation Tempest fighter in aircraft manufactured by companies such as Boeing and Airbus. Derivative propulsion systems, which began in the early 1950s with the Royal Navy's motor gunboat MGB 2009 and HMS Grey Goose, propel warships of the Royal (and Commonwealth) and United States navies. Advanced Rolls-Royce nuclear systems will power the Astute-class boats constructed under the SSN AUKUS (Australia, UK and the US) agreement. Additionally, their



1953 Rolls-Royce Silver Dawn

maritime gas turbines will likely drive the Canadian Surface Combatant (CSC) naval vessels. After 121 years, Rolls-Royce continues to motorize land, sea, and air transportation.





# McLaren 750S Spider named '2025 Car of the Year'

#### By Robb Report

McLaren Automotive's 750S Spider, a supercar that stands in a league of its own, outshone 10 competitors during a five-day-long competition in Boca Raton, Florida, to receive the Robb Report's 2025 Car of the Year title.

The 750S Spider received praise for its "amazing acceleration, wicked handling, ear-crackling sound, and head-turning good looks."

Unique to Robb Report is its judges' panel, which consists of both automotive editorial staff and members of the Robb Report private club, RR1—individuals who may already own McLarens or have the means to purchase one.

The 750S Spider, an engineering marvel, is the lightest and most powerful series-production McLaren. It features a twin-turbocharged 4.0-litre V8 petrol engine producing 740bhp and 590 lb-ft and a 7-speed transmission with ratios optimized for acceleration.

The newest generation of McLaren's acclaimed linked-hydraulic suspension-PCC III, debuted on the 750S and delivers even greater agility, feel and feedback.

At the same time, McLaren's renowned steering with electro-hydraulic assistance is even sharper and has a faster steering ratio.

The center-exit exhaust inspired by the McLaren P1<sup>™</sup> delivers a distinctive crescendo, while the exterior is distinguished by an extended front splitter and lengthened carbon fibre active rear wing.

Headquartered at the McLaren Technology Centre (MTC) in Woking, Surrey, England, McLaren Automotive creates some of the world's most exhilarating, engaging and benchmark-setting vehicles.

Leveraging more than 60 years of history in authentic racing performance, McLaren, a brand with a rich legacy, has delivered some of the most spectacular supercars ever made.

More information on the 750S Spider



McLaren 750 Spyder. Photos courtesy McLaren Automotive Group.



Six McLaren LT models, the first of which was unveiled in March 2015 at the Geneva International Motor Show.

is available at cars.mclaren.com or by visiting the McLaren Vancouver dealership. McLaren Automotive is running

an anniversary program of customer

to celebrate the significant and enduring appeal of the six McLaren LT models, the first of which McLaren unveiled in March 2015 at the Geneva International Motor <u>AB</u>FM 2025 Show.



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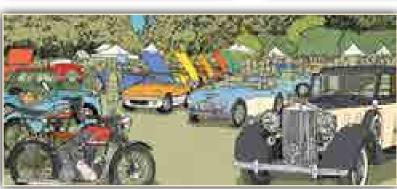




Won Kang, a UBC Architecture graduate, applied his 25 years of design expertise to create this beautifully detailed official artwork for this year's official ABFM event poster and magazine cover.

His career highlights include notable local projects like the Shipyards in North Vancouver. Beyond architecture, Won's passion lies with Mini Coopers, having owned five throughout his life. He also dedicates time to drawing cars, showcasing his artistic talent and appreciation for automotive design. This blend of architectural precision and personal passion makes him a unique and engaging presence at any car show.

See his art display at the ABFM. Contact: wwkangaroo@yahoo.ca.





# els Celebrating 40 Years















# **British Motorcycles Owners Club at 40**

#### By Nigel Spaxman

The British Motorcycle owners club was formed in 1985 by a group that had originally been a group of Norton Owners. A lot of people who were early BMOC members also had Triumphs and BSAs and other British machines so it was decided the club would be called the British Motorcycle Owners Club rather than the Norton Owners Club. In those days it was far more common to ride Japanese machines but members in this club preferred British.

Early on the idea of the club was just to have an organization for evening get togethers, and group rides on the weekends. Also, there were some campouts and some group rides to Norton Rally's on the west coast.



The club had a number of people who were quite experienced mechanics so technical help for less experienced owners was available. Most owners still think that half the fun is fixing their bikes and the other half is

riding them! History

Now 40 years on and we have had guite a few experiences many of which have been published in the bi-monthly Club newsletter aptly titled Good Vibrations. There

are several members who are second generation and a few are third-generation kids who show up at club functions.

**Active Participation** Members continue to ride their bikes, and the club

produces a number of annual events. If you like old machines of any kind you would probably enjoy these events and meeting the club's amazing members. The only way to find out is to join and participate. bmoc.ca 在FM 2014月



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## Interchange and ABFM Support Sustainability with Free Oil Mat Campaign

#### By Kelly Duran

As automobile enthusiasts, we all know the thrill of hitting the open road in a timeless masterpiece. But amidst the roar of engines, the nostalgia of past adventures, and the gleam of polished chrome, there's a responsibility we can't afford to ignore—protecting the environment. That's where the work of the non-profit Interchange Recycling organization comes in, offering a seamless solution for recycling used motor oil, antifreeze, oil filters, and automotive containers. By recycling, we can ensure that our passion for collector cars doesn't come at the cost of our planet's health. Important Repurposing Work

Interchange Recycling is the newly rebranded trade name of the B.C. Used Oil Management Association, is a producer-governed group committed to sustaining its members' environmental objectives. With a proven track record in the industry, interchange collects and recycles the products its members make and sell, ensuring they're repurposed into new materials or products. By choosing to recycle with Interchange, you can be confident that your used oil and related products are being handled responsibly and sustainably.

#### A win-win situation

The extensive network of these recycling centers, conveniently located across British Columbia, is free to the public. This widespread accessibility ensures that everyone can contribute to the critical work of recycling motor oil and antifreeze-related products, helping to preserve our planet at no cost to the end user. What happens to the products once they're collected?

Used oil can be refined into new lubricating oil or used as material inputs for manufacturing or energy products.





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Metal from used oil filters is used to create new products such as rebar, nails, and wire, while used oil and antifreeze containers are recycled into items such as drainage tiles and parking curbs. The used antifreeze is refined into a new automotive antifreeze that is ready to keep engines cool and running smoothly. This efficient process ensures that every drop of used oil and related products is put to good use, giving you confidence in your decision to recycle. **Time For Action** 

Because environmental threats are the most significant issue of our time and one of the major threats to the collector car hobby, let's all agree to rev up our collective commitment to sustainability by recycling our used motor oil and related products. By doing so, you will protect the environment and inspire the next generation of car enthusiasts with your dedication to preserving our planet. And most importantly, you will ensure that our beloved classics continue to cruise down the road for generations to come.

Editor: This article was submitted by Interchange Recycling and published by the ABFM show to enlighten collector car enthusiasts. For more information and specific recycling locations, please visit their website, www.interchangerre-cycling.com.

## **ABFM Featured Coffee**





Authentic Italian espresso relies on a crafted blending of the finest Arabica coffee from a variety of sources. This artisan tradition results in a flavor experience that is more complex and sophisticated than any of its individual, single-origin parts.

Visit our coffee bar booth at the ABFM Awards tent to enjoy one of our crafted brews.



## AC Cars: Yesterday's Classic Today

Britain's oldest active vehicle manufacturer showcased its iconically styled but highly advanced AC GT Roadster at ModaMiami in March 2025. With the first two years of production already sold, AC Cars hosted reception appointments in Miami for the exclusive roadster to allocate the next round of limited production spaces.

#### **AC GT Roadster**

Inheriting a profile rightly regarded as legendary but delivering a new, exclusive model, AC Cars has developed its most advanced open-top ever. Conceived as an authentic grand tourer, combining speed, agility, and balance with comfort and practicality, it sets the benchmark as the iconically styled sports car for true aficionados and collectors.

Part of the AC GT Range, which includes the GT Coupe, the GT Roadster combines aesthetics with cutting-edge design and construction techniques that reflect 50 years of design evolution.

Instantly recognizable, it remains faithful to the spirit of the original AC Cobra of the 1960s, utilizing modern engine, gearbox and control technologies to provide a new level of performance and handling.

The supercharged AC GT Roadster V8 S can sprint from 0 to 60mph in just 3.4 seconds. Two gearboxes perfectly complement the engines: a 6-speed manual for purists or an advanced automatic gearbox with steering-wheel-mounted shift paddles.

#### AC Ace Classic Electric

Also on show at ModaMiami is the AC Ace Classic Electric, which is making its East Coast debut this March. With a hand-laid carbon fibre body and a unique hand-finished interior, the new AC Ace Classic electric packs the punch of a bespoke 300 bhp (225 kW) TREMEC EV powertrain. With 500Nm (369 ft-lb) of torque and a 200+ mile range, the new AC Ace Classic electric accelerates from 0-62mph in 4.9 secs and has a total battery capacity of 72 kWh.

Developed in partnership with electrified performance technologies partner TREMEC Electric GT, the new AC Ace Classic Electric retains the historic company's reputation for unique coachwork. Incorporating a precision carbon-fibre body that's immensely strong and light, the work employs the same techniques as AC Cars' flagship model, the AC GT Roadster.

Also available with a potent gasoline engine, the new AC Ace Classic reflects the evolution of the original AC Ace over its 10-year production run 1953-1963. The AC Ace Classic uses the open grille design of the AC Ace before its transformation into the famed AC Cobra, while the AC Ace Bristol Classic employs the earlier 'smiling face' that graced the model for its launch in 1953.

#### **Storied Past**

The Weller Brothers established Britain's oldest vehicle manufacturer in 1901, producing cars and motorbikes from their workshop in West Norwood, London. The nascent company produced its first vehicle in 1903, but the Autocarrier was introduced a year later (from which the name AC derived). That was the first three-wheel commercial delivery vehicle, which proved instant success.

However, the AC Ace cemented the company's status following its launch in 1953. With an aluminum body designed and built by Eric George Gray, it gained the respect of racing enthusiasts for its everyday practicality and pace. That car would evolve to incorporate the Ford V8 and become the AC Cobra of legend.

AC Cars was the original manufacturer of all original AC Cobra chassis in the 1960s. In early 1961, the factory in Thames Ditton took the AC Ace chassis, already altered to accommodate the 2.6-litre Ford Zephyr engine. The first example (CSX2000) shipped to the United States in early 1962.

To learn more about the AC GT Roadster and Coupe models, visit AC.Cars.

### EMIRA 14



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# **70th Anniversary of MGA**

#### **By Peter Tilbury**

The MGA was launched at the Frankfurt Motor Show on 26th September, 1955. The revolutionary styling came from the desk of MG designer, Syd Enever, and replaced the MG TF. It was called MGA, signifying that it was "the first of a new line". The Canadian Classic MG Club, and other MG Clubs all over the world, are celebrating the 70th anniversary of the MGA this year.

The MGA was made from 1955 to 1962, with 101,476 cars made before production ended in July 1962. While there were five different models made in both roadster and coupe versions, the external changes to the body over the years were subtle. The original car in 1955, was called the MGA 1500 (1489cc) and had 72hp. In 1958, a twin-cam





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MGAs at VanDusen (photo by Peter Tilbury)

engine was introduced and produced until 1960 with 108hp. In 1959, the MGA 1600 (1588cc) was introduced with 79.5hp. The engine size was enlarged to 1622cc for the MGA Mark II in September 1961, resulting in an increase to 90 horsepower. The MGA MkII Deluxe in 1962 was the last of the MGA design, as the MGB was introduced that year.

The MGA was driven competitively in European rallies, and raced at Le Mans and Sebring. In 1962, an MGA 1600 Mk II Deluxe coupe gained class wins in the Monte Carlo and Tulip Rallies. It continues to be a popular car for vintage racing and won SCCA National Championships in 6 of the years from 1986 to 2005. It also competed in the NASCAR series.

Versions of the MGA have appeared at the Bonneville Salt Flats. In 1957 Stirling Moss drove EX181 to set a record for a car with an engine between 1100 and 1500cc at 245.64 mph. Stirling Moss because a lifetime member of the CCMGC in 1965. An MGA with a Chevy V6 engine, set a class record of 243.970 mph in 1989. In 2016, a highly modified MGA with 675 bhp Ford Coyote engine achieved 195.679 mph.

At the All British Field Meet at Van Dusen on May 17th, the CCMGC will have special signage for MGAs recognizing the 70th Anniversary. This signage will also appear at other car events through the year including the Heritage Classic in August.



# MGB GT 60th The Man's Aston Martin

By Mike McChesney



Pininfarina "minimum changes" designed 1968 MGB GT.



This cross section display can be seen at the British Motor Museum, Gaydon, UK.

In the beginning MG management had a concept of a hard top version of their roadster but were not happy with their envisioned look. So, they commissioned the famous Italian design house Pininfarina to see what they could do. Pininfarina was instructed to do so with "minimal changes" to the main body of the car. Rather than extend the rounded lines and curves of the roadster's body to the roof and hatchback Pininfarina used sharp lines to form the outline shape. The windshield was made taller giving more head room. The look worked and the car got very positive reviews from the media at its 1965 Earl's Court debut.

How did it perform? With the added roof and back the car was heavier than the roadster and this impacted it's acceleration and fuel economy. However, the solid roof reduced wind resistance which resulted in only a slight drop in top end speed. Internally the car was quieter than its soft top sister. With a front anti-rollbar as standard equipment (an option on the roadster), heavier rear springs and a stronger rear axel the GT was a good touring car.

When they first came out the GT was priced slightly higher than the roadster. According to Classic.com prices for GTs now average around \$12,000 to \$13,000 US, similar to roadsters. Some GTs sell for over \$20,000. Today the GTs are available but are harder to find than roadsters. Their design still attracts positive comments.

At this year's All British Field Meet at Van Dusen Garden you will see many great examples of the GT and help us celebrate it's 60th Anniversary.



A Gearheads Paradise! Visit the website or drop\* by

& chat with Ted.





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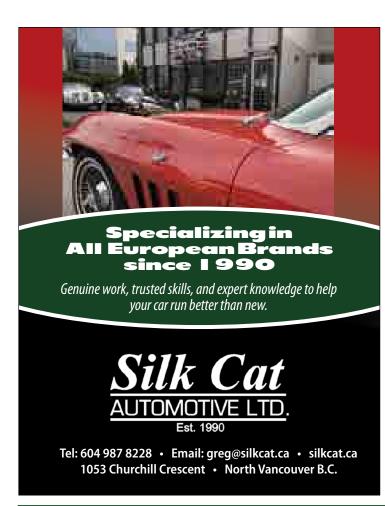


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## Page 20.

# Page 20: Mad Jack story with one pic to come late Monday.





We provide an opportunity for Triumph Stag owners and enthusiasts to connect with like-minded aficionados in the Americas, and around the world. All with the goal to "Promote, Preserve & Drive" the Triumph Stag model. Members connect in person, as well as virtually through our website and forum and our quarterly e-magazine, Stag News.

Our members currently reside in 37 of the Continental U.S. States and Hawaii, 8 of the 10 Canadian Provinces, in Colombia, South America, as well as in France, Switzerland and Australia.

Recently incorporated (Aug 2024) under its new name *Triumph Stag Club of the Americas*, our club traces its roots back through its immediate predecessor, the Triumph Stag Club USA (1994-2024), and to the earlier Stag Club of America (1975-1995), making it the oldest Triumph Stag owners' club in the world.

> Join the Stag Community at: Membership@tscoa.org

970 West Valley Parkway, #608 Escondido, CA 92025 www.tscoa.org/

## 2025 BC Historic Motor Races

#### **Classic Cars on-track**

The Vintage Racing Club of British Columbia (VRCBC) is pleased to announce the 36th running of its annual marquee race weekend, the British Columbia Historic Motor Races (BCHMR) will be held on August 16-17, 2025, at the Mission Raceway Park Motorsports Circuit in Mission, British Columbia, Canada

The BCHMR is the largest vintage race event in Western Canada and a significant one in the Pacific Northwest, with typically 100 vintage and historic racing cars, and several thousand spectators in attendance.

This year's event will again be co-hosted with the event's long-time partners, the Sports Car Club of British Columbia (SCCBC) along with Titanium

#### Ford as presenting sponsor. On-Track Excitement

For 2025, the BCHMR will again feature three main Vintage race groups, one for the very quick open wheel and sports racing cars, and two for the sedans and sports cars that many fans remember from their younger days.

In addition to the regular races, there will again be feature races for the West Coast Sprite-Midget Challenge series on Saturday and the popular Driver's Edge Autosport Miata Challenge race on Sunday.

#### **Collector Car Enthusiasts**

The 'Field of Dreams' will be back on both days with a big classic and performance car display in a special spectator

## World Record -Breaking Triumph Trident at ABFM



This 1969 era, 1000cc Triumph motorcycle holds the World Land Speed Record in its class, shattering the elusive 200 mph barrier.

The Triumph Trident, a powerful and iconic machine, is known for its impressive engineering and remarkable achievements in the world of motorcycling.

Owner Tom Mellor designed, manufactured, and piloted this extraordinary motorcycle to set a new world record at Bonneville Salt Flats.

In 2018, at the famed Bonneville Salt Flats in Utah, Tom Mellor recorded a two-way average speed of 207.598 mph, cementing the Triumph Trident's place in history as a record-breaking marvel. This incredible feat showcased not only the bike's superior performance but also Mellor's dedication and expertise.

This historic bike will be on display at the All British Field Meet (ABFM) at VanDusen Garden. Visitors will have the unique opportunity to see the Triumph Trident alongside other impressive motorcycles from the British Motorcycle Club, which is celebrating its 40th anniversary.

The Triumph Trident stands as a testament to innovation, speed, and engineering excellence. Its presence at ABFM underscores the significant impact British motorcycles have had on the world of motorcycling and the lasting legacy of record-breaking achievements.



area creating a unique show of its own. Admission is FREE for Collector Car owners with the option to participate in lunchtime on-track Parade Laps by donation to the event charity.

Excellent grandstand viewing and informative commentary runs through the weekend and parking is free!

Don't miss this entertaining weekend for families and long-time motorsports enthusiasts.

#### **Charity Support**

The VRCBC continues to support the important work of the Mission Hospice Society, who receive funding generated

#### during our BCHMR weekend. Support Local Motorsport

**British Columbia** 

Tickets are available in advance at Eventbrite, also at the gate on the race weekend. Check www.bchmr.ca for the latest information and collector car free registration.

#### Who We Are

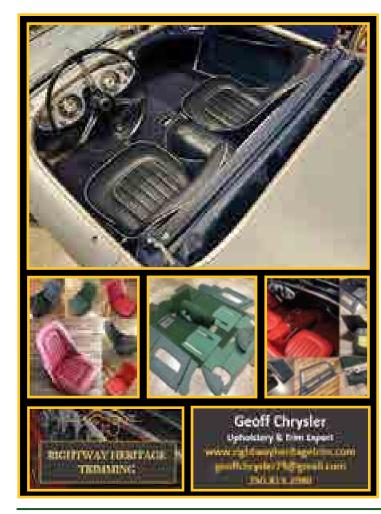
The VRCBC is a non-profit club of vintage sports and racing car enthusiasts whose objectives are to promote local motorsport and the display of these vehicles on the racetrack. Go to www.vrcbc.ca for more information on the VRCBC, including how to become a member.



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## 2025 Events Planning Guide A selection of car events in British Columbia

For detailed listings, visit autoeventlist.com

#### MAY

- 17 Vancouver All British Field Meet
- 2019, VanDusen Garden Vancouver
- 18 Knox Mountain Hill Climb, Kelowna
- 18 Classic Car Show, Peachland, BC
- 24-25 SCCBC -CACC Road Racing, Mission.
- 30-31 Coastal Swap Meet, Agriplex, Cloverdale.

#### JUNE

- Burnaby Heights Hats Off Day Show 7 & Shine
- 8 Brit Car Restoration Fair, Saanich Fraser Valley Classic Car Show, 8
- Chilliwack
- KMS Tools Show & Shine, Coquitlam 14
- 15 BC Highland Games British Car Show, Coquitlam
- Seaside Cruizers Father's Day Show & 15 Shine, Qualicum Beach
- Auto Classica Italian Fathers Day Car 15 Show. Vancouver
- 15 Old Car Sunday in the Park. Misson Hertitage Park
- **21-22** SCCBC/Vintage Road Racing Mission
- **20-22** Peach City Beach Cruise, Penticton
- Victoria Swap Meet, Saanich 22
- Fortin's Village Classic , Chilliwack 22
- 11th Vintage Motorcycle Canyon Run 28 Dukes Pub Chilliwack
- 28 S.T.O.R.M. Show and Shine 29 West Kelowna World of Wheels Swap Meet

#### JULY Collector Car Month

- Saltspring Cruisers Canada Day 1 Show
- 5 Vintage Truck Museum Show & Shine, Cloverdale..
- 7 Parksville Car & Bike Show
- 13 Brits on The Beach Show Ladysmith
- 13 Oak Bay Collector Car Festival.
- 13 Wings and Wheels at YEL, Campbell River.
- 19-20 Road Racing SCCBC , Mission

AUGUS	T
4	Titanium Ford Show and Shine,
	Surrey
4	Tsawwassen Sun Festival Classic Car
	Show
8-10	Cruise The Gorge Oregan
16-17	BC Historic Motor Races & Car Show,
	Mission Racetrack
16-17	Field of Dreams Classic Car show
	Mission Racetrack (BCHMR)
10	Pender Harbor Show & Shine
16	Ladysmith Show & Shine
	Downtown PoCo Car Show Port Coq
17	Ladner Show and Shine, Ladner
	BC Corvette Club 60th, Kelowna
23	Heritage British Classic Show
	Langley
24	GVMA Mustang/Ford Roundup,
	Langley
24	Fort Langley Show & Shine, Fort
	Langley
SEPTEMBER	
6-8	Fully Charged Auto Show Vancouver
6	Langley Cruise- In Swap Meet,
•	Langley
6-7	SCCBC Road Racing Mission
11-14	All Triumph Drive in, Port Angeles.
	Wa
15	Model A&T Swap Meet Abbotsford
27	Greater Van Motorsport Pioneers
	Induction Ceremony, Cloverdale
	-

#### OCTOBER

4-5 SCCBC Road Racing Mission

#### DECEMBER

26 Vancouver V.C.C. Boxing Day Run Vancouver

26. Vancouver V.C.C. Boxing Day Run, Vancouver Planetarium

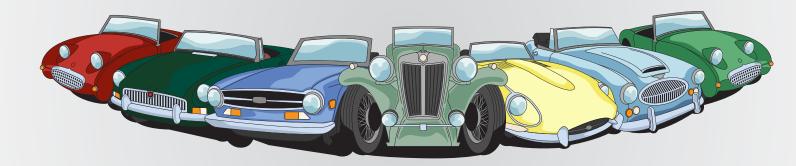


- NOVEMBER
- 2. Kruise for Kids, Langley

#### DECEMBER



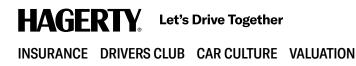
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