



WEST COAST  
**DREAM MACHINES**

LUXURY MUSCLE CLASSIC EXOTIC SUPERCARS

*Our cars  
are faster!*



**Showroom Opening Hours**

Tuesday to Friday 10am - 6pm

Saturday 10am - 4pm

Sunday & Monday By Appointment Only



In-House Leasing & Financing available, please contact us at (778)-606-FAST (3278)

[WWW.WCDREAMMACHINES.COM](http://WWW.WCDREAMMACHINES.COM)

1519 CLYDE AVE. WEST VANCOUVER



## 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 Hordler

### BEST MODIFIED, REPLICAS, REMANUFACTURED VEHICLE

Judge: Jim Hilton & Ed Tretwold

### YOUNGTIMER AWARD (35 & UNDER)

JUDGE: Kellen Voyer.

### BEST MOTORCYCLE OVERALL

JUDGES: Ted Laturmus, 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.westcoeditions.com

PUBLISHER & EDITOR: Joan Stewart

### CONTRIBUTING WRITERS:

Brendan McAleer, Rhodri Windsor-Liscombe, Peter Tibbary, Mike McCreary, Nigel Spennim, Patrick Stewart.

PRESIDENT: Patrick Stewart 604-644-9067

DESIGN & LAYOUT: James Martin

PHOTOGRAPHY: Cam Hutchins CarNut.ca

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 marques 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 marque 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 marques 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 marques 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 Race-track 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 front-man 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.

BM

Patrick & Joan Stewart  
ABFM Hosts & Organizers



# BC's Jaguar D-Type

By Brendan McAleer



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 receipt—ship, 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 hang-

ing 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

**Continued on Page 6**



MAYFAIR  
WEST BY GROSVENOR

JOIN THE  
INTEREST LIST

# A MODERN EXPRESSION OF WESTSIDE LIVING

Grosvenor's centuries of global experience is coming to Vancouver's storied Westside. Inspired by the great stately addresses of the world, plans include 1.5 million square feet of exceptional new residences, non-market housing, boutique retail, and childcare, all surrounding a brand-new two-acre public park. Register now for more details.



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

[MAYFAIRWEST.CA](https://MAYFAIRWEST.CA)

This is not an offering for sale. Any such offering can only be made with a disclosure statement. The developer reserves the right to make changes and modifications to the information contained herein without prior notice. E&OE.



Visit us at the  
All British Field Meet



Official ABFM Detailing Sponsor 2025  
[www.griotsgarage.com](http://www.griotsgarage.com)

# Jaguar D-Type

Continued  
from Page 4



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

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 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.

Ian 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.

## SYNCHROMESH

Synchromesh Wines a small, family run operation focused on producing terroir-driven, world class Riesling, Pinot Noir and Cabernet Franc.

From vineyard to bottle we practice sustainable techniques, no-chemical farming, natural low cropping, extensive use of indigenous yeasts and

no additives or manipulations in winemaking.

We approach the entire business with a holistic philosophy, ensuring production of interesting and unique wines.

Our wines are available in fine restaurants, private wine stores or direct from the Winery.



[WWW.SYNCHROMESHWINES.CA](http://WWW.SYNCHROMESHWINES.CA)



## You collect the cars, we'll collect the oil.

You know vintage cars can be collector's items.  
And we know a thing or two about collecting as well.  
Just bring your motor oil to a public recycling centre  
and we'll make it ready to ride again.

Find the location nearest you  
at [interchangerecycling.com](http://interchangerecycling.com)



# 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.



**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-engine 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,



**THE ALL-NEW 2025  
MINI JOHN COOPER  
WORKS CONVERTIBLE**



Reserve your very own today at:  
**MINIVancouver.ca**  
**MINILangley.ca**

**BIG LOVE.**



**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.



**1906 Silver Ghost**

**WHEELS  
& TIRES**

**DIAGNOSTICS  
& INSPECTIONS**

**OIL & FLUID  
CHANGES**

**MECHANICAL  
REPAIRS**

**BIG O TIRES**  
AND SERVICE CENTERS

\*Mechanical services available at applicable stores.

[www.gobigo.ca](http://www.gobigo.ca)

[Facebook.com/bigotiresbc](https://Facebook.com/bigotiresbc)

Locations throughout BC to serve you

# 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™ 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 Spider. 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](http://cars.mclaren.com) or by visiting the McLaren Vancouver dealership.

McLaren Automotive is running an anniversary program of customer engagement and retailer activities in 2025

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 Show.

**USED**

**MGB**

**PARTS**

**250-743-6563**

[www.usedmgbparts.com](http://www.usedmgbparts.com)

MGB's Bought for Parts

## ABFM 2025 Guide to Advertisers\* & Exhibitors

- |                                    |                              |
|------------------------------------|------------------------------|
| ■ Alec's Automotive*               | ■ McLaren Vancouver*         |
| ■ Big O Tires*                     | ■ MGB Parts*                 |
| ■ BMC Motor Works*                 | ■ Mini Works*                |
| ■ Caffè Umbria*                    | ■ Mini Vancouver             |
| ■ Car Nut Artwork                  | ■ Moss Motors*               |
| ■ Carry-On British Parts*          | ■ Riteway Heritage Trimming* |
| ■ Celtic Treasure Chest*           | ■ Rovalution Automotive*     |
| ■ Dennis Hahn Artwork              | ■ Shell/Pennzoil             |
| ■ Diane Martin                     | ■ Silk Cat Automotive*       |
| ■ Griots Garage*                   | ■ Synchronesh Wines*         |
| ■ Grosvenor Mayfair West*          | ■ Triumph Stag Club*         |
| ■ Hagerty Collector Car Insurance* | ■ Vintage Racing Club BC     |
| ■ Hanz Driven*                     | ■ Weissach INEOS             |
| ■ Interchange Recycling*           | ■ West Coast Dream Machines* |
| ■ Jelly Bean Autocrafters*         | ■ Western Washington ABFM*   |
| ■ Kiren Preet                      | ■ Wilkinson's Automobilia*   |
| ■ Lotus Vancouver*                 | ■ Won Kang, Artist           |
| ■ Maxxis Tires*                    | ■ Young Guns Garage          |



***Life is too short  
for boring rides!***

**It's an endless summer season of British car shows!**

**Your next stop is Seattle!**

**The Western Washington All-British Field Meet**

Bring your favorite British car or motorcycle  
and join hundreds of others-

**Saturday, July 12, 2025**

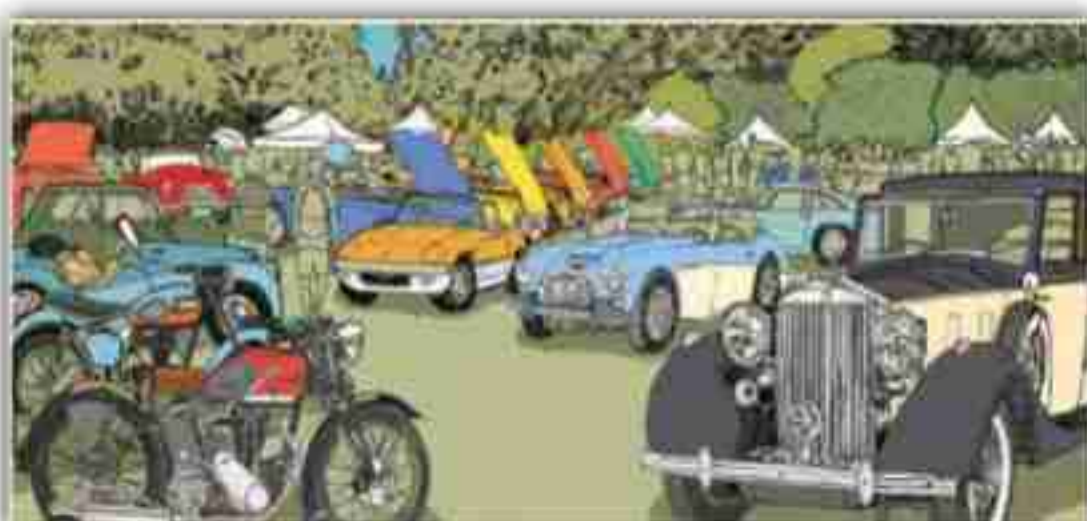
St. Edward State Park ~Kenmore, Washington

**Registration opens May 1, 2025**



[www.wwabfm.com](http://www.wwabfm.com)

# The Greatest Show on British



## Passion meets Architectural Precision

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: kangaroo@yahoo.ca

# Wheels 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.



## Technical Help

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 quite a few experiences many of which have been published in the bi-monthly Club newsletter

aptly titled *Good Vibrations*. Several members 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](http://bmoc.ca)



## Jellybean

**AutoCrafters**

**WE'LL SHOW YOU EXTRAORDINARY**






*Old World Craftsmanship & Personal Attention to every detail.*


- Concours Restorations & Paint
- Traditional Panel Beating
- Bespoke Customs

#208 - 19425 Langley Bypass, Surrey • 604-427-4167  
[jellybeanautocrafters.com](http://jellybeanautocrafters.com)

# ROVALUTION

## AUTOMOTIVE

### Land Rover Specialists



867 3rd St W, North Vancouver  
 +1-604-985-6317 [rovalution.ca](http://rovalution.ca)

# SHAPED BY CHAMPIONS DRIVEN BY YOU

## OUR FORMULA

From performance-enhancing carbon brakes to cutting-edge aerodynamics – including active aero and ground effects – so many of our supercar technologies have been inspired by Formula 1.

World titles on the track lead to world-beating supercars on the road – that's our formula.

Speak with our team to experience McLaren today.

# 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.

You collect the cars,  
we'll collect the oil.



[interchangerecycling.com](http://interchangerecycling.com)

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 col-

lective 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 at [www.interchangerecycling.com](http://www.interchangerecycling.com).*



**YOUR DEALERSHIP ALTERNATIVE**

For all your MINI service needs with over 20 years of dealership experience

8655 Cambie St Unit 1 Vancouver BC  
604-328-2515 [miniworks604@gmail.com](mailto:miniworks604@gmail.com) [www.miniworks.shop](http://www.miniworks.shop)

## 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.

**CAFFÈ UMBRIA**  
ARTISAN COFFEE ROASTER

[CaffeUmbria.ca](http://CaffeUmbria.ca) • 406.733.9847

# 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



The Emira is one of few models in Lotus history to offer a selection of engines. Available now is a robust AMG-derived 2.0-litre turbocharged inline-four that sends 400hp to the rear wheels through an instantaneous 8-speed dual-clutch transmission. Experience renowned Lotus agility, enhanced by a powertrain lighter than the Emira V6.

Ready for immediate delivery.

LOTUS OF VANCOUVER | A DIVISION OF GAIN GROUP

Sales: 2211 Burrard St. | 604-736-1001 | [info@lotusvancouver.com](mailto:info@lotusvancouver.com) |   @lotuscarsvancouver

Service: 1270 Frances St. | 604-558-3980 | [service@lotusvancouver.com](mailto:service@lotusvancouver.com) | [lotusvancouver.com](http://lotusvancouver.com)

LU601A #D50091

# 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



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 became 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.



## Collector Car Restoration

Service for Jaguar, Triumph, Morgan, MG, Healey  
& Sunbeam Tiger

- 2015 Recipient ABFM Lewie Award for outstanding service to the classic car hobby.
- Engine service & rebuilds
- Transmission /clutch service to overhaul
- Exhaust systems & electrical systems
- Differential posi/limited slip.
- Certified Vehicle inspections
- Complete brake & ABS traction control service
- Diagnostic computer scanning & programming

**SPECIAL ABFM  
DISCOUNT  
15% OFF  
LABOR**  
EXPIRES AUG 1/25



CALL FOR YOUR APPOINTMENT: 604 875 9911  
info@bmcmotorworks.com  
1861 Franklin St, Vancouver, BC  
Hours: Mon - Fri 8:30 am - 5:30 pm  
**BMC MOTORWORKS.COM**

sales@carryonbritishparts.com



Formerly All British Cars (ABC)  
& Best British Cars (BBC)

## Carry-On British Parts

**For All Your  
British Car Needs**

Give Us a Call

# 604.835.3769




**carryonbritishparts.com**

# MGB GT 60th The Frugal 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 its 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 axle 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 VanDusen Garden you will see many great examples of the GT and help us celebrate its 60th Anniversary.

TDW



## A Gearheads Paradise!

Visit the website or drop\* by & chat with Ted.



**eautomobilia.com**  
MOTORING COLLECTIBLES ONLINE

\* Open days only. (see schedule).



## CELTIC TREASURE CHEST

ESTD

2003

PURVEYORS OF  
BRITISH & IRISH GROCERIES

Family owned and family run, proudly serving  
Vancouver and the surrounding areas  
since 2003. Groceries and Gift Items imported from  
England, Ireland, Scotland, and Wales.



5639 Dunbar St. Vancouver, BC  
Open daily 10am-6pm  
(604) 261-3688



# The Mad Englishman and his 'Black Lightning'

By Brendan McAleer

In July of 1955, John Malcolm Thorpe Fleming Churchill, better known as "Mad Jack" Churchill, thus found himself adding yet another footnote to a life that defies reason: he became the first person ever to surf the Severn tidal bore, one of the largest tidal ranges in the world. He rode the waves for roughly a mile and a half, then walked back to his motorcycle, which, at the time, was the fastest-wheeled, road-going vehicle on the planet—because, of course, it was.

The bike was a 1947 HRD-Vincent Series B Rapide, one of the V-Twin-powered rocketships hand-built by Philip Vincent's company, albeit a particularly special one.

The Black Shadow variant of the Rapide was advertised with the tagline: "The world's fastest standard motorcycle. This is a fact, not a slogan." Capable of 125 mph in untuned trim, a race-prepped Shadow had been ridden to a world-record speed of 150.3 mph by Rollie Free on the Bonneville Salt Flats in 1947.

Scottish gentleman racer Alex Phillip had initially purchased the 1947 Rapide that Churchill rode. He entered the bike in the new 1000cc class at the Isle of Man TT several times, and in 1950, took an outright win. Phillip had ridden his Rapide to and from the TT, but on the victorious return trip, he and his wife were seriously injured when they were broadsided by a truck.

The Rapide was then returned to the Vincent factory,

where it was to be made better than new. Parts were upgraded to full Black Lightning specification, with more than 70 hp from the V-Twin set against a feathery sub-400lb curb weight. By the time repair and modifications were complete, Phillip had been laid up in the hospital for months, and funds were low. He advertised the bike for sale and got an enthusiastic response from one John Churchill.

Churchill is often quoted as saying, "Any officer who goes into action without his sword is improperly dressed." When called up to fight in WWII, he showed up armed with a six-foot-long bow and handmade heavy arrows. He also brought his basket-handled Scottish claybeg broadsword and his bagpipes.

In 1940, as the British Expeditionary Force retreated towards Dunkirk in northern France, Churchill's men faced a German charge. "Mad Jack" readied his troops, then sprang to his feet and killed a German sergeant with an arrow from his longbow. He then led a charge with his


sword and revolver, slashing and firing.

Churchill lived until 1996, dying in Surrey, England, at 89. In his retirement years, he used to startle his fellow train users by flinging his briefcase out the train window as it passed his back garden. It saved him from having to lug it home from the station.

"Mad Jack" Churchill and his upgraded-to-Black-Lightning-spec Vincent Rapide were two of a kind: a larger-than-life figure, and a screaming-fast superbike with a genuine TT-winning pedigree.



This 1939 Vincent Rapide is similar to "Mad Jack's," but without the engine tuning, resulting in less power output and top speed. Photo: Robert Watson.



**Specializing in  
All European Brands  
since 1990**

*Genuine work, trusted skills, and expert knowledge to help  
your car run better than new.*

**Silk Cat**  
**AUTOMOTIVE LTD.**  
Est. 1990

Tel: 604 987 8228 • Email: greg@silkcat.ca • silkcat.ca  
1053 Churchill Crescent • North Vancouver B.C.




**TRIUMPH STAG CLUB  
OF THE AMERICAS**

**We invite all Stag enthusiasts to consider joining us!**

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/](http://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

British Columbia

**HISTORIC  
MOTOR  
RACES**



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

Tickets are available in advance at Eventbrite, also at the gate on the race weekend. Check [www.bchmr.ca](http://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](http://www.vrcbc.ca) for more information on the VRCBC, including how to become a member.

## 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.

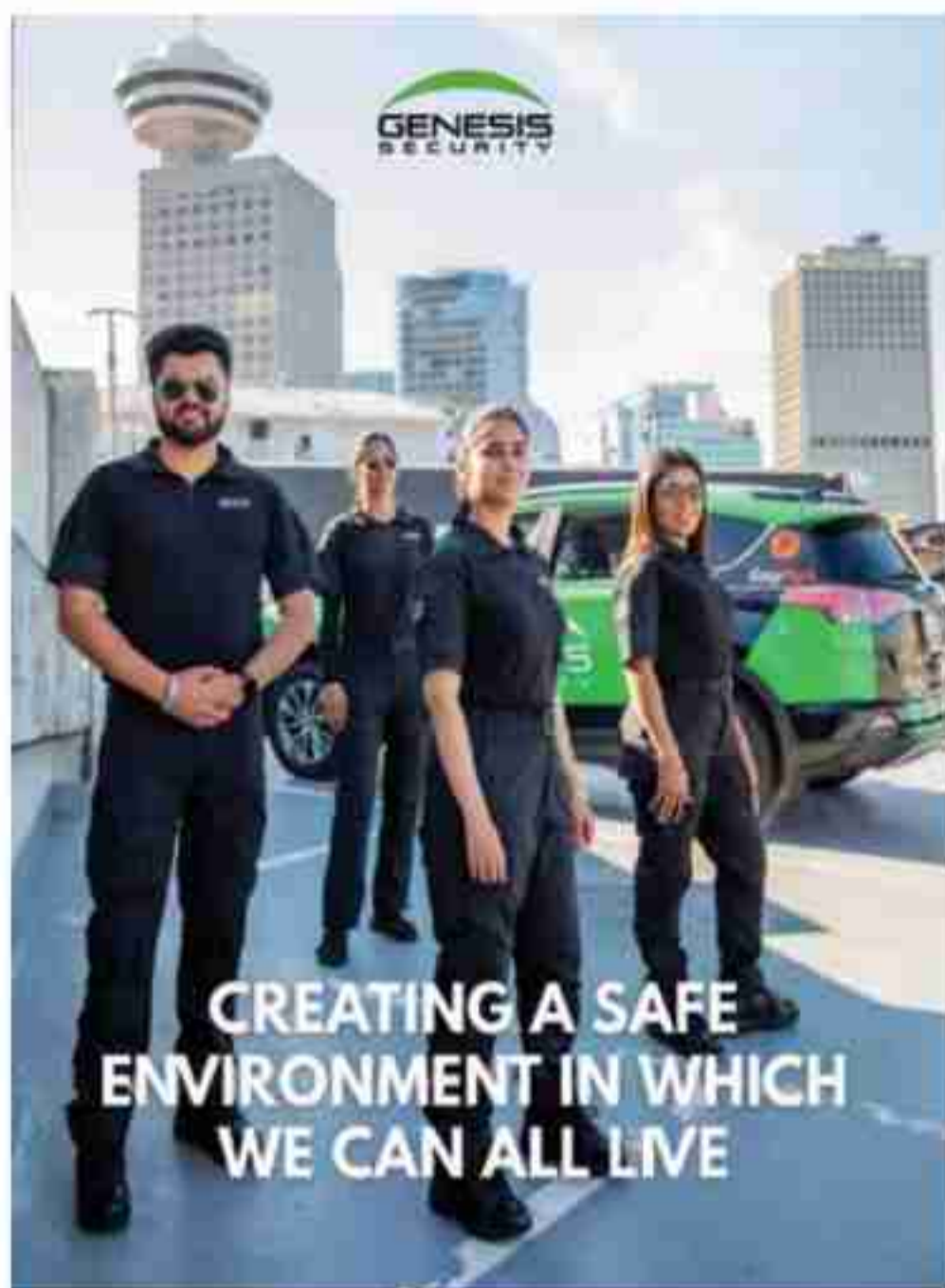
This historic bike will be on display at the All British Field Meet (ABFM) at VanDusen Garden. Visitors will have the unique opportunity to see the Triumph Trident alongside other impressive motorcycles from the British Motorcycle Club, which is celebrating its 40th anniversary.

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.



**Engine  
Machining Services  
Since 1948**

[alecsautomotive.com](http://alecsautomotive.com)  
**604-876-7111**



**GENESIS SECURITY**

**CREATING A SAFE ENVIRONMENT IN WHICH WE CAN ALL LIVE**




**RIGHTWAY HERITAGE TRIMMING**

**Geoff Chrysler**  
Upholstery & Trim Expert  
www.rightwayheritagetrims.com  
geoffchrysler79@gmail.com  
250.813.7090

# 2025 Events Planning Guide

A selection of car events in British Columbia  
For detailed listings, visit [autoeventlist.com](http://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

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

## JULY Collector Car Month

- 1** Saltspring Cruisers Canada Day 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

## AUGUST

- 4** Titanium Ford Show and Shine, Surrey
- 4** Tsawwassen Sun Festival Classic Car Show
- 8-10** Cruise The Gorge Oregon
- 16-17** BC Historic Motor Races & Car Show, Mission Race Track
- 16-17** Field of Dreams Classic Car show Mission Race Track (BCHMR)
- 10** Pender Harbor Show & Shine
- 16** Ladysmith Show & Shine
- 16-17** Downtown PoCo Car Show Port Coq
- 17** Ladner Show and Shine, Ladner
- 21-24** 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, Washington
- 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

## NOVEMBER

- 2** Cruise for Kids, Langley

## DECEMBER

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



**HANZ DRIVEN**  
Driven, ever driving

Use code DRIVEN for 15% off website after valid through Aug 31

Approved & Premium maintenance for Petrolheads

**DRIVEN**



## Classic British & Jaguar Parts



**Shop Online at [MossMotors.com](http://MossMotors.com)**

# How much is your car worth *right now*?

Cruise over to Hagerty Valuation Tools® and find out.



**HAGERTY** Let's Drive Together

+1-800-747-5348 | [hagerty.ca](https://hagerty.ca)

INSURANCE DRIVERS CLUB CAR CULTURE VALUATION

Policies are underwritten by Elite Insurance Company. Membership by Hagerty Drivers Club (HDC), a non-insurance subsidiary of The Hagerty Group, LLC. Roadside services provided by Assistenza International. For additional information and a complete description of benefits, visit [hagerty.ca/corporate/legal](https://hagerty.ca/corporate/legal). Purchase of insurance not required for membership in HDC. Guaranteed Value, Hagerty Valuation Tools, Hagerty Drivers Club & Hagerty are registered trademarks of The Hagerty Group LLC. ©2023 The Hagerty Group, LLC. All Rights Reserved. The Hagerty Group, LLC is wholly owned subsidiary of Hagerty, Inc.