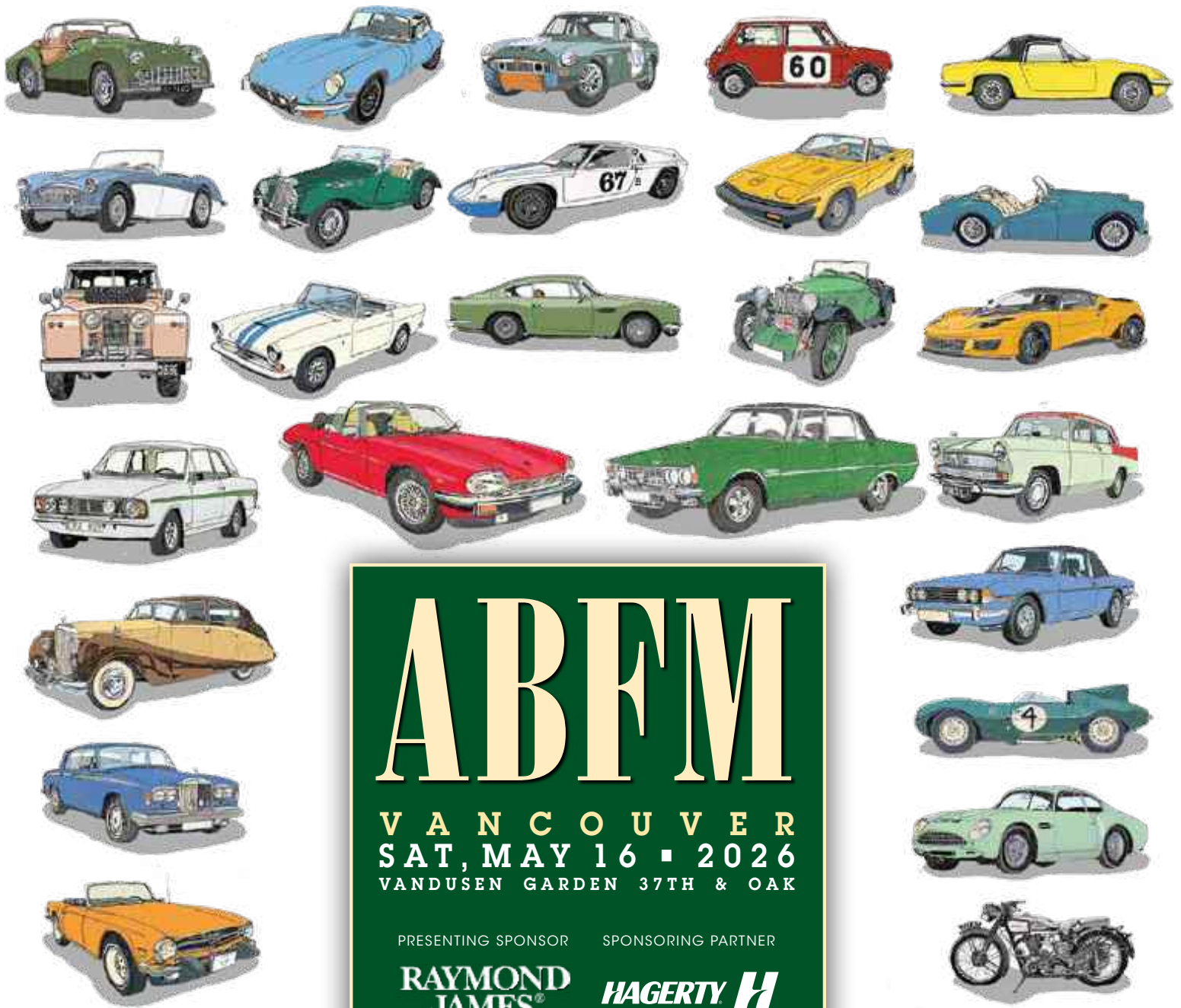


THE GREATEST SHOW ON BRITISH WHEELS

2026
Souvenir
Magazine



ABFM

VANCOUVER
SAT, MAY 16 ■ 2026
VANDUSEN GARDEN 37TH & OAK

PRESENTING SPONSOR SPONSORING PARTNER

**RAYMOND
JAMES®**

HAGERTY H

Art: Won Kang 2026



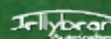
Eautomobilia.com



STREETLIGHT
PRODUCTION



YORKSHIRE
TEA



EVENT INFO AND TICKETS: WWW.WESTERNDRIVER.COM



Drive Your Future. Shape Your Legacy.

At Seneca Wealth, we believe that legacy isn't just built—it's lived. With a specialization in cross-border wealth management, we help high-net-worth clients steer their financial journeys with confidence and precision. From building and transitioning wealth to navigating complex tax and investment strategies, I will help you craft a plan tailored to your goals and family finances.

Ask about our complimentary VIP group presentation series on estate planning and retirement income planning.



CONTACT ME TO SHAPE A FUTURE YOUR FAMILY WILL BE PROUD OF.

Adam Beudin-Ball, CFP[®], CIM[®], CRPC[®]
Financial Advisor, Senior Financial Planner
604.654.1455 • Adam.Beudin-Ball@raymondjames.ca

SenecaWealth

RAYMOND JAMES[®]

LIFE WELL PLANNED

Suite 2100, 925 West Georgia Street, Vancouver, BC V6C 3L2 • senecawealth.ca

© 2025 Raymond James Ltd. All rights reserved. Raymond James Ltd. is an indirect wholly-owned subsidiary of Raymond James Financial, Inc., regulated by the Canadian Investment Regulatory Organization (CIRO) and is a member of the Canadian Investor Protection Fund. Raymond James (USA) Ltd. advisors may only conduct business with residents of the states and/or jurisdictions in which they are properly registered. Raymond James (USA) Ltd. is a member of FINRA/SIPC.

2026 VANCOUVER ABFM AWARDS & JUDGES ROSTER

There are 61 classes judged by the car entrants, with First and Second in Class awards presented in each category, for a total of 122 Entrants' Choice awards.

ENTRANTS' CHOICE AWARDS: Car entrants in all classes vote by ballot for the vehicle of their choice from several assigned classes. Entrants do not vote in the class in which their own vehicle is entered.

SPONSORED AWARDS: The following 13 Sponsored Awards, judged using a points system, are conducted under the direction of Chief Judge John Allen.

BEST UNRESTORED, SURVIVOR CAR (1987 or prior)

JUDGES: David Gilmore, Martin Philips

BEST-DEBUTING RESTORATIONS (3)

Under \$50K in restoration costs; \$50-\$100k costs; More than \$100K
JUDGES: John Allen, Cam Arenas, Lionel Hondier

BEST MODIFIED CAR

JUDGE: Jim Hilton, Ed Tretwold

YOUNGTIMER AWARD

(Owner aged 35 or under)

JUDGE: Kellen Voyer

BEST MOTORCYCLE OVERALL

JUDGES: Ted Laturmus, Cedrick Carter

LAND ROVER SPIRIT AWARD

JUDGE: Don MacDonald

BEST REMANUFACTURED/REPLICA

JUDGE: Richard Owen

STUDENT JUDGING AWARD

JUDGES: Young Guns Garage team

FEATURED MARQUES

Jaguar XJS; Rover

JUDGES: Jim Hilton, Rob Borden

NEATEST LITTLE CAR

JUDGE: Patrick Stewart

MOST ELEGANT CAR

JUDGE: Rhodri Windsor-Liscombe

2026 ABFM SHOW GUIDE

Published by **Westco Media Ltd.**

Vancouver, B.C. Canada | TEL: 604 644 9067

www.westerndriver.com

PUBLISHER & EDITOR: Joan Stewart

CONTRIBUTING WRITERS:

Randall Cunningham, Brendan McAleer, Alyn Edwards, Alex Camilleri, Rhodri Windsor-Liscombe

PRESIDENT: Patrick Stewart 604-644-9067

DESIGN & LAYOUT: James Martin

PHOTOGRAPHY: Cam Hutchins CarNut.ca
Brent Martin.

COVER: Fine Line Drawings—Won Kang

Welcome, Classic Car Enthusiasts

This year's Vancouver ABFM Classic Car weekend begins with the Friday VIP Reception and Talking Collector Cars Seminar, a forum discussion with local industry leaders.

Given the current state of the collector car hobby, this addition to the ABFM car show provides valuable insights for local enthusiasts. "At last year's forum event, I was impressed by the variety of questions asked and the detailed responses given by our experienced panellists who shared their valuable expertise during many discussions on the Collector Car hobby," said event co-chair Patrick Stewart.

This year's event will be videotaped and posted on westerndriver.com for all enthusiasts.

2026 Featured Marques

The Rover Car Company Ltd has had a long and varied automotive history spanning 120 years, with more than 40 models produced by a range of owners, pioneering jet propulsion, WW2 tank engines, Land Rover success, Royal ownership, and, currently, exposure in popular British TV shows.

Expect to see a variety of these beautifully engineered classics displayed in their respective featured class on the Great Lawn at VanDusen Botanical Garden, supported by the Rover Car Club of Canada and its members. See page 14 for Rhodri Windsor-Liscombe's historical overview of the Marque, plus Brendan McAleer's fascinat-

ing page 4 story on the last of the MG Rover cars.

The second 2026 Featured Marque shines the spotlight on one of Jaguar's longest-running and most successful models, the luxury Grand Tourer XJS produced from 1975 to 1996.

Following the much-loved Jaguar E-Type and introduced during the 1970's fuel crisis, the 5.3L, V-12-cylinder model XJS struggled for acceptance. Still, with modifications and the later option of a 3.6L V-6-cylinder and convertible models, Jaguar went on to produce a record 221,207 Super Cats. See enthusiasts Alyn Edwards and Randall Cunningham's intriguing personal XJS stories on pages 7 & 8.

Jaguar cars are always a favourite at the Vancouver ABFM, and the 2026 Show will not disappoint with a brightly coloured variety of all XJS models on display, front and centre in the 75-plus, all-model Jaguar zone. See map page 9.

We look forward to welcoming everyone and hope you enjoy a nostalgic walk down memory lane as you survey Western Canada's largest display of British-built vehicles, known as The Greatest Show on British Wheels.

Patrick & Joan Stewart
ABFM Hosts & Organizers



A Word from the 2026 Vancouver ABFM Presenting Sponsor

While 2026 marks my first year as an official sponsor of the All British Field Meet, my journey with this event began long before. In 1991, at just seventeen, I made a wildly impractical and entirely unforgettable decision: I bought a 1959 Mark 1 Jaguar. It was irresponsible, illogical, and completely exhilarating. While my peers were cruising in sensible sedans, I was living out my version of Top Gear—and I wouldn't trade that for a thousand Priuses.

But the Vancouver ABFM isn't just a car show; it's a celebration of legacy. Of visionaries like Sir William Lyons; Donald Healey, CBE; William Morris, 1st Viscount Nuffield; and Cecil Kimber—men who turned dreams into machines and shaped an industry with grit, ingenuity, and relentless drive. The Vancouver ABFM is also a tribute to my late father, who left Coventry at 23 with just 50 quid in his pocket and a belief in a better life in Canada. That same spirit lives on in every enthusiast here today.


Driven by Nostalgia

Take a look around at this year's Vancouver ABFM. You'll see families, collectors, and dreamers from across British Columbia, Alberta, Saskatchewan, and the U.S.—united by a shared love for these rolling works of art. These cars aren't just beautiful. They roar, rattle, and whisper stories of eras past. They engage all our senses and stir something profound within us.

In a world that often feels over-regulated, over-taxed, and emotionally automated—where "your call is important to us" rings hollow—the Vancouver ABFM rekindles the untethered independence, freedom and optimism of our youth, of winding back roads, and the thrill of discovery.

So here's to sharing our common passion for classic motoring with our fellow car community, the new memories we're making, and many more to come.

Enjoy the ride! Enjoy the day!

Adam Beaudin-Ball, Financial Advisor/Senior Financial Planner with Raymond James Ltd., and Raymond James (USA) Ltd., is honoured to be the presenting sponsor of the 2026 Vancouver ABFM. 



MG-Rover's Last Gasp

By **Brendan McAleer**

An MG requires you to need to know your way around a spanner, and on this side of the Atlantic at least, there's also the sense that ownership should also not be attempted by anyone who doesn't own at least one article of tweed. It's a brand that seems more Goodwood Revival than Goodwood Festival of Speed, locked in amber in the 1960s or earlier. This view is, of course, what the Brits call poppycock.

Here's 800 hp worth of two-fisted rebuttal, a pair of supercharged V8 MG sports sedans from the early 2000s. Manual gearbox? Check. Rear-wheel-drive? Check. Enough power to light up Jerry in his E39 M5? Terribly sorry old boy, but slower vehicles keep to the right.

Meet the MG ZT 260, less Biggles Flies Again and more Blur's Song 2. Both these Rover 75 based sedans are typically British reserve on the outside and typically British man-in-shed-ridiculous underneath.

MG is still around as a Chinese EV company, but these eight-cylinder Q-ships are the proper last gasp of the company before Rover folded and the wheels came off.

First, a little four-door MG history, for which the company is not really known in North America. Here, we mostly got MGs as roadsters, along with the occasional coupe like the Pininfarina-designed MGB GT.

In the UK, sporty family-oriented MG saloons are a hundred-year-old tradition, dating back to the MG 14/28. Cars like the



Magnette provided a bit more sporting prowess for Dads and Mums who still had to ferry around a couple of Beano-reading sprogs.

Rich McKie, who owns the black ZT 260 pictured here, had just such a Magnette, and in fact previously owned a long series of MGs including a modern MG F roadster and another MG ZT before this one came along. He currently has two ZTs, the other being a V6 powered wagon that MG designated the ZT-T. It's front-wheel-drive, as is the Rover 75 it was based on.

If you're just now going, "Hang on you said these things are rear-wheel-drive, surely MG did not just convert a front-wheel-drive car to rear-wheel-drive, did they?" then welcome to the history of British engineering.

The engineering production costs were at least spread out with the closely related Rover 75, which was also produced

in a rear-wheel-drive V8 version, but it's the kind of thing no sane company would try to undertake today.

It cost the company some \$50M in the immediate aftermath of BMW breaking up the Rover Group and selling it off. You could be forgiven for thinking these cars were built specifically to stick a thumb in the eye of V8-powered 5-Series.

Here, the V8 is a Ford 4.6L modular V8, as you might find in a contemporary F150 or Mustang, and the transmission is a 5-speed manual Tremec. From the factory, it made 256 hp. Somewhat incredibly, the MG ZT was also built with engines as small as a 1.8L four-cylinder and a diesel offering, all on the same production line.

Thing is, because this V8 could be found in common Ford products of the early 2000s, that opens up all kinds of tuner options. Both these cars wear

See **MG-ROVER** CONTINUED PAGE 6





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



Reserve your very own today at
MINIVancouver.ca
MINILangley.ca **BIG LOVE.**

USED
**M
G
B**
PARTS

250-743-6563
www.usedmgbparts.com



MGB's Bought for Parts



WEST COAST
DREAM MACHINES

Collector Cars | Bought | Sold | Represented



We buy and sell collector cars across all marques and categories. From vintage to modern, we're active in the market every day—backed by a purpose-built West Vancouver showroom and a global client base.

**VISIT OUR SHOWROOM FOR A PRIVATE TOUR
1519 CLYDE AVE, WEST VANCOUVER**

WWW.WCDREAMMACHINES.COM | 778 - 606 - 3278



MG-Rover's Last Gasp

CONTINUED FROM PAGE 4

aftermarket superchargers, one from well-established Ford tuner Roush, the other a Kenne Bell unit from a Scottish tuning shop with the thoroughly excellent name of Dreadnought Racing.

The silver car, which has the Roush supercharger, belongs to Simon Austin, who also owns an MGB with a 3.5L Rover V8.

Not only does the supercharged V8 deliver thoroughly muscular performance, but this is a surprisingly refined car, not overly loud and with a ride that is smooth-mannered but firm. It's like if someone sent a Dodge Charger Hellcat to Eton.

Both these cars are 2004 models

– the slight difference in appearance is a mid-year refresh – which makes them some of the last MG's the company ever built in Longbridge. By June 2005, MG Rover was as dead as Monty Python's parrot, and that was it.


Like the brutally fast Lotus Carlton of the early 1990s, these British super saloons are very rare, in fact rarer than the Lotus. Over three model years, only 716 examples of the ZT 260 were built, sedans and some wagons.

The ZF 260 was MG going out with a bang. It was the same plucky spirit of those early sporting roadsters, combined

with engineering can-do, and built with pride. If the story of manufacturing MGs in the UK was to end in 2005, these cars finished things with an exclamation point.

You can find both these modern MGs (and McKie's ZT-T wagon) at this year's All-British Field Meet, a Hagerty-spon-

sored event held at Vancouver's VanDusen Garden.

At the show stroll through the ranks of MG Ts, As, Bs and Midgets, then head over to check out how the MG Longbridge story ended, not with a whimper, but with defiant thunder 'til the end. 



TAYLORS OF HARROGATE

YORKSHIRE TEA

Try Britain's No.1 tea

TAYLORS OF HARROGATE

YORKSHIRE TEA

BLACK TEA
THE NOIR
ORANGE PEKOE

A rich and refreshing classic black tea
On the noir classique, riche et rafraichissant

60 TEA BAGS
80 SACHETS

250g 8.8oz

Let's have a proper brew!

STREETLIGHT PRODUCTIONS

Studio-Based Photography • Premium Print Installations • Event Visuals

Specialising in high-end automotive photography and videography, Streetlight Productions is a Greater Vancouver-based small business known for its passion-driven content and community involvement.

info@streetlightproductions.ca

Repowering a First-Generation Jaguar XJS

A Sleek Cat with Modern Power and Reliability

By Alyn Edwards

I had long been aware of two truths about Jaguar's grand tourers of the 1970s: the 5.3litre V12 tended to leak just about everything, and it was notoriously expensive to maintain. I also knew that some enthusiasts were replacing the V12 with powerful, lightweight General Motors V8 engines.

I had always admired the look of the early XJS models introduced in late 1975, and in the back of my mind, I hoped to own one of these longrunning grand tourers someday.

That opportunity arrived in the form of a first-year 1976 Jaguar XJS coupe, finished in navy blue with its original tan leather interior. The dealer badge on the rear panel revealed that the car had been sold new by Gordon Bros. of Vancouver.

A quick look under the bonnet told the story: a nearly completed engine swap that wasn't quite roadready. With that in mind, I negotiated firmly, winched the car into my trailer, and brought it home.

A thorough cleaning and polish brought this Jaguar back to excellent original condition. Research confirmed that V12-to-Chevy small-block conversions were straightforward thanks to engine-mount kits available from California. Conveniently, Chevrolet engines bolt directly to the GM Turbo 400 automatic transmission that Jaguar used behind its V12.

The estate manager told me the late owner had purchased a brandnew GM 350cubicinch crate engine—rated at 350 horsepower—and had it professionally installed at a cost of roughly \$18,000. It was unclear whether the owner had driven it since the conversion, but the engine fired instantly and ran beautifully, with fuel, electronics, and exhaust systems properly sorted.

Because the V8 weighs far less than the original V12, the car's front sat noticeably higher. Using Internet guidance, we trimmed the coil springs by three inches to lower the

front end.

When the car rolled out of the shop, my wife took one look and declared, "I'm driving that!" Before I even explained that it was not yet insured, she disappeared down the road in it. Fifteen minutes later, she returned, smiling: "I love this car!" That reaction is rare for the projects I drag home.

On the road, the car is a joy to drive. It looks entirely original until the bonnet is opened. The dual exhaust follows the factory routing, but the Chevy V8 delivers a deep, satisfying growl. Performance is impressive, with strong acceleration and relaxed cruising. We even restored all the accessories, including the original AM/FM radio, clock, and power rear antenna. The only feature still offline is the air conditioning.

I've licensed the car for the past three summers and look forward to another season behind the wheel of this stylish British classic with a secret under the hood—confident that, wherever I travel, tuneup parts are available at any auto supply store across the country.



WHEELS & TIRES	DIAGNOSTICS & INSPECTIONS	OIL & FLUID CHANGES	MECHANICAL REPAIRS
BIG O TIRES AND SERVICE CENTERS			
*Mechanical services available at applicable stores.			
www.gobigo.ca	Facebook.com/bigotiresbc	Locations throughout BC to serve you	

The Greatest Show on British Wheels Celebrating 41 Years



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

Reborn Group 44 XJ-S: Tullius Tribute

By Randy Cunningham, Owner/Restorer



Original Group 44 Tullius Tribute at Westwood Race track.



Wild, wide-body work to Group 44 spec-ready for paint.



A massive 7.3-litre V12 engine awaits installation.

For those of us who are now slightly fossilized but were once regulars at B.C.'s long-departed Westwood racing circuit, the 1978 TransAm weekend remains unforgettable. If you were lucky enough to be there, you'll remember the beautifully prepared Group 44 Jaguar XJS driven by the late Bob Tullius — a twotime TransAm champion and one of the great characters of American road racing.

Westwood Inspiration

I can still picture myself sitting at the hairpin. Every time the Quaker State-liveried XJ-S swept through, the crowd erupted as the V12 screamed toward the straight.

I was completely smitten. Less than two years later, I bought my first XJ-S — and, of course, it was white, just like the Group 44 cars.

Fast-forward to 2026, and the newest addition to the Cunningham stable is also white. No surprise: it's being transformed into a reasonably accurate replica of the Group 44 machine. Read on to see how this project has evolved into yet another chapter of Cunningham-grade insanity.

The Tullius Group 44 Tribute

I've been fortunate to know former Group 44 team member John Lyster, who created and built the original

wild, wide bodywork. He still owned the molds for the 1976 SCCA car, and upon request, he fabricated a fresh set of fenders and front corner valances, shipping them north from Virginia.

I've since modified those pieces to match the IMSA-spec bodywork used on the 1977 car. The most significant changes were to the lower front valance, where the flares sweep into a full air dam.

Of course, those monstrous flares needed proper wheels. A call to Jongbloed Racing Wheels in California

CONTINUED ON PAGE 10

ABFM SHOW LAYOUT 2026

Guide to Car Displays



NO PETS ■ NO ALCOHOL
in VanDusen Garden Parks Board enforced liability ruling.
MEDICAL HELP CALL 250-893-3418 OR SEE ON

West 37th Avenue

Tullius Tribute Reborn CONTINUED FROM PAGE 9

solved that. They remembered building wheels for the original car nearly 50 years ago and produced an absolutely stunning set for this project — even painting the centres the correct Quaker State green. The 15×11 rims, wrapped in CR6ZZ 295s, fill the wheel housings perfectly.

Insane Mechanicals

The drivetrain goes well beyond anything Mr. Tullius had at his disposal. A Tremec TKX five-speed will channel power from a Rob Beere (Coventry) 7.3-litre Jaguar V12. Rob went all-in on this engine: Group C Le Mans camshafts, massaged early flat-head castings, and a set of slave Webbers for dyno work. Initial testing produced 638 bhp and 624 lb-ft of torque.

Once the Jenvey 12throttle ITB system — built by Fran Olsen at Fox Injection in North Carolina — is paired with a dialled-in Megasquirt ECU, Rob is confident the engine will be closer to 700 horsepower.

To keep the handling tidy and the stopping distances sane, the brakes have been upgraded to Fosseway Performance alloy calipers: six-piston fronts and four-piston rears.


Lighter, Faster

To shed weight, I'm building a carbonfibre bonnet and boot lid with enormous help from the Western world's carbonfibre wizard, Rob Mulder of Robert's Composites. Combined with the removal of all nonessentials, the car should lose roughly 800 pounds.

For perspective: that's lighter than a Porsche GT3, with more horsepower and nearly double the torque — and absolutely no computerized driver aids.

StreetLegal Madness

Crazy as it sounds, I'm keeping just enough equipment on board to keep the car street legal. The plan is to debut it at next year's Vancouver ABFM—in the Modified class, of course.

It should be a giggle. I told you, I am insane. 

McLaren 750 Spider

Relentless Progress. More Power. More Control. More Exhilaration.

By Matthew Berenz



The 750S takes the McLaren ethos to a new apex. True to its DNA, it is the next-level supercar—surpassing established benchmarks for performance, engagement, and purity of response. It is defined by an uncompromising pursuit of lightness and shaped by innovation and expertise forged in the crucible of Formula 1™.

The 750S stands as living, breathing proof that at McLaren, progress is never over—every hundredth of a second matters. Every millimetre is engineered with purpose. Every limit is tested, challenged, and ultimately surpassed.

As the lightest and most powerful series-production McLaren supercar ever built, the 750S delivers a breathtaking breadth of abilities with no compromise. It is the culmination of six decades of relentless development—a machine that embodies the very spirit of McLaren.

Experience the latest class-leading supercar from a bloodline 60 years in the making. See the McLaren 750S on display at the McLaren booth during the 2026 Vancouver ABFM, Saturday, May 16, at VanDusen Garden. 



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



**ROVALUTION
AUTOMOTIVE**

Land Rover Specialists

867 3rd St W, North Vancouver
+1-604-985-6317 rovalution.ca



750S

B E N C H M A R K .
B E A T E N .

More power, more control, more confidence, more exhilaration.
You can feel it. Hear it. Sense it. Every moment you're behind the wheel.

Countless enhancements, innovations, refinements. One incredible ambition:
to raise the bar in supercar performance and engagement. To a brand new level.

McLaren
VANCOUVER

604 - 731 - 9332 mclarenvancouver.com [@mclarenvancouver](https://www.instagram.com/mclarenvancouver)

Fuel consumption combined: 12.2 l/100km | CO₂ emissions combined: 276 g/km.

Rover and the Rise and Retreat



The history of the Rover Company mirrors, in striking ways, the ascent, zenith, and eventual contraction of the British Empire. Founded in Solihull in 1890 by John Starley, Rover evolved from a cycle manufacturer into a motor company precisely as Britain accelerated its imperial networks of transport, communication, and military reach.

Starley's Rover Safety Bicycle—revolutionary for its equalized wheels—became a global template for modern cycling. His early experiments with electric propulsion in 1888–89 hinted at a technological ambition that would define the firm for more than a century.

After Starley died in 1901, entrepreneur H. J. Lawson steered Rover decisively toward motor vehicles. By

1902, the company was producing the 35 hp Imperial, a technically advanced machine with a diamond frame, bottombraced engine, spray carburettor, and springer forks. More than 1,000 were sold by 1904.

The arrival of Edmund Lewis from Daimler and Owen Clegg from Wolseley strengthened Rover's engineering pedigree, yielding the Rover Eight and Rover Twelve—cars that placed the firm among the respectable, accessible marques of the Edwardian era, just as imperial confidence reached its apogee.

During the First World War, Rover supplied motor-bikes, trucks, and ambulances to British and Imperial forces, including the Russian Army. Victory expanded Britain's territorial claims but exposed the fragility of its

industrial base.

The interwar years brought economic turbulence, exacerbated by American tariff barriers and the global financial crisis. Rover survived largely due to the intervention of Frank Searle—locomotive engineer, former Daimler man, and exmanaging director of Imperial Airways—who reorganized the company and recruited the Wilks brothers, Maurice and Spencer, along with Robert Boyle. Their engineering leadership produced a series of refined, uppermiddleclass cars—the Rover 10, 12, 14, Speed 20, Speed Sports Pilot, and Speed 14—whose quiet competence matched the tone of William Walton's Crown Imperial march, composed for the 1937 coronation of George VI.

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



RIGHTWAY HERITAGE
TRIMMING

Geoff Chrysler

Upholstery & Trim Expert

www.rightwayheritagetrिम.com

geoffchrysler79@gmail.com

250.813.2090

of British Power

By Rhodri Windsor - Liscombe

The Second World War transformed Rover into a crucial contributor to Britain's technological survival. Approached first by Frank Whittle and later by the Ministry of Aircraft Production, Rover engineers dramatically improved the Power Jets W2B/23 gas turbine, refining it into the W2B/26 at Barnoldswick in 1941.

In a historic exchange with Rolls-Royce's Ernest Hives, Rover traded its jet work for the development of the Meteor tank engine, derived from the Rolls-Royce Merlin aero engine. Rover's Meteor powered the Cromwell, Churchill, Centurion, and Conqueror tanks—mainstays of British armoured capability until 1962.

The jet era also produced Rover's experimental gasturbine cars, the prototypes of 1947–48. Yet it was the Wilks brothers' pragmatic response to postwar austerity that secured Rover's most

enduring legacy: the Land Rover.

Launched in 1948, this utilitarian vehicle became ubiquitous across the lateimperial and earlyCommonwealth world—military bases, colonial administrations, farms, mines, and remote outposts. Its descendants, including the Range Rover, remain global icons long after the car company that created them disappeared.

Rover's postwar saloons—the P3, P4, P5, and aerodynamic P6—embodied a restrained British dignity. The P5, in particular, became a symbol of state authority; Margaret Thatcher used one early in her premiership, inherited from Harold Wilson, before exchanging it for a Jaguar. Despite this, Rover's fortunes waned. Absorbed into British Leyland in 1967 and nationalized in 1978, Rover's decline paralleled both the end of Empire and the collapse of Britain's independent car industry.

In a final historical irony, the Rover and Jaguar legacies now belong to India's Tata Group—once the "Jewel in the Crown," and now a global industrial power in its own right.

One of the more benign legacies of Britain's imperial past is the worldwide appeal of its radio and television drama. Rover vehicles appear throughout this cultural export: the Queen's favoured P5 3Litre; Land Rovers, Defenders, and Range Rovers; and the periodcorrect saloons and tourers seen in TV series *George Gently*, *Call the Midwife*, and *Heartbeat*. Perhaps the most charming of all is Siegfried Farnon's lightgreen 1936/37 Rover Sports Tourer in *All Creatures Great and Small*—a quiet reminder of a marque whose story is inseparable from the broader narrative of British power, industry, and identity. ABFM 2023



ELETRE



The Eletre marks a bold new chapter for Lotus in Canada, an uncompromising expression of the brand's performance DNA reimagined for the electric era. Seamlessly blending advanced technology, everyday usability, and refined luxury, this feature-rich entry model delivers both exhilaration and efficiency. With 600 horsepower, 710 Nm of torque, and a range of up to 600 km, it offers maximum capability without sacrificing the dynamic, engaging driving experience that defines Lotus.

LOTUS OF VANCOUVER | A DIVISION OF GAIN GROUP

Sales: 2211 Burrard St. | 604-736-1001 | info@lotusvancouver.com | [f](https://www.facebook.com/lotuscarsvancouver) [i](https://www.instagram.com/lotuscarsvancouver) @lotuscarsvancouver

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

LU601A #D50091

Rover: One of Britain's finest

Rover began manufacturing motorcars in 1904, a milestone that makes its selection as a 2026 Vancouver ABFM Featured Marque especially fitting. Not long after those early models appeared, Thomas Plimley imported 6- and 8-hp single-cylinder Rovers to Victoria, establishing one of the earliest West Coast connections to the marque. Importations ceased with the outbreak of the First World War. They did not resume until after the Second World War, when lefthanddrive models became available, and Plimley Motors once again led the way—this time supplying both Victoria and Vancouver dealerships.

Interest in Rover surged during the 1960s with the arrival of the acclaimed Rover 2000 TC and its V8 sibling, the Rover 3500S. North American imports ended by the mid-1980s, making the examples on display at this year's Vancouver ABFM representative of more than three decades of Rover production, from 1949 through the 1980s (see Rhodri Windsor-Liscombe's story on Page 12).

Rover Club Vancouver: Origins and Growth

The Rover Club Vancouver was founded in 1988 by a small group of dedicated Rover owners, united by a shared commitment to the maintenance, restoration, and enjoyment of their vehicles. Originally known as the Rover Car Club of British Columbia, it quickly expanded its reach and, within a year, adopted the name Rover Car Club of Canada.

Unlike many marques supported by large local ownership bases, the Vancouver-based Club grew outward, from a modest regional membership to a broad community spanning Canada, the United States, and overseas. Its purpose remains to serve, inform, and connect Rover enthusiasts wherever they may be.

Communication across this wide membership occurs through the Club's excellent and informative quarterly magazine, *The Roverview*, its website, a long-running Rovernet mailing list, and regular email bulletins. The Club also maintains active ties with Rover clubs worldwide.

Member Benefits

Over the years, a committed group of volunteers has assembled an extensive inventory of service parts to support both routine maintenance and major restoration projects. To encourage the enjoyment of Rover ownership, the Club organizes a variety of activities and participates in events hosted by other car clubs.

Members are encouraged to drive their Rovers at every opportunity and to bring them to shows and gatherings—keeping the Rover name alive and proudly displaying "One of Britain's Fine Cars to the World," as the Rover Company once proclaimed.



The Club's magazine featuring a member-owned 2001 MG/Rover ZT model. See three of these very rare Rover 75 based models displayed in the ABFM, MG Zone 1. (Read Brendan McAleer's report on page 4).



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 1/26



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

PRINCE
UPHOLSTERY
AUTOMOTIVE UPHOLSTERY SPECIALISTS
PRINCE-UPHOLSTERY.COM
Ask us about our Parts 3D Print service

MINI at 25: Celebrating a modern icon with classic British heritage

Would you believe that on March 19, 2026, the modern BMW MINI brand marked its 25th anniversary worldwide?

Celebrating a quarter century of distinctive design, driving excitement, and a passionate global community, today's MINI lineup includes the MINI Cooper, MINI Cooper S, MINI Countryman, and MINI Convertible—offered in gas, diesel, hybrid, and fully electric models.

Under BMW, the modern MINI brand captured North American attention with its U.S. debut at the North American International Auto Show on January 8, 2001, where the reborn icon introduced a new generation of drivers to MINI's signature blend of heritage and innovation.

Even before that debut, the United States helped create one of MINI's most memorable publicity moments: on August 25, 1999, enthusiasts in New York City packed 25 people into a classic Mini, breaking the previous Guinness World Records mark and demonstrating the playful spirit that has long defined the brand and its fans.

Canadian market

When Canadian sales officially began in 2002, the rollout began in major urban centres, with Toronto receiving the first shipment of R50/R53 MINI Coopers. Early press events and media test drives were also held in Toronto, reinforcing the city as Canada's launch hub.

Following this, Vancouver was among the earliest expansion markets, with MINI Vancouver and MINI Rich-

mond opening shortly after the national launch.

By 2003, MINIs were a common sight in the Lower Mainland, especially around Kitsilano and downtown Vancouver.

Continuous driving fun

Since the launch of the modern MINI in 2001, the brand has grown from a single model into a diverse lineup spanning 2-door, 4-door, convertible, and versatile SUV models. Throughout its evolution, MINI has remained true to its original philosophy: iconic design, clever use of space, and the unmistakable fun-to-drive character that defines every MINI.


With more than 6.5 million MINIs sold worldwide since 2001—gas, diesel, hybrid, and fully electric, including more than 100,000 sold in Canada—MINI's enthusiastic owner community and distinctive vehicles continue to make the brand one of the most fun and recognizable names in the automotive world.

Members of the Vancouver MINI Club, founded in 1973, own both classic and modern MINIs and participate in recurring events, including seasonal group drives, slaloms and fun rallies, inter-club gatherings, MINI Meets, and car shows.

According to Alex Camilleri, Assistant Marketing Manager, Brand & Partnerships Open Auto Road Group (MINI Vancouver & MINI Langley): "Drivers fall in love with a MINI because it is not just transportation, but a vehicle

that brings a pop of personality, positive energy and driving performance to every street and mountain road. MINI owners also see themselves as part of a family, sharing a natural connection with other MINI drivers."

As MINI celebrates 25 years of the modern brand, the company looks ahead to a new era of innovation while staying true to the playful spirit that has defined the brand for generations—the same spirit, carried forward with new energy.

That shared spirit is visible at the annual Vancouver All British Field Meet, which brings together generations of British vehicles, including both classic and modern MINIs. 



MINI Canada's annual Rally to Cypress event, organized by Alex Camilleri, where the diversity of MINIs is on full display. Photo: Joan Stewart.



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



PROUD EXHIBITOR VANCOUVER ABFM 2026

LAST SUMMER CATERING

Dinner's sorted. Back to the garage.

Heat-and-eat meals, delivered every Sunday across the Lower Mainland.

FIRST ORDER

40% OFF

USE CODE

FLYER40



VANCOUVER - SAT MAY 10

ORDER ONLINE TODAY

lastsummercatering.ca

ABFM 2026

Guide to Advertisers* & Exhibitors

- Alec's Machine Shop*
- Big O Tires/Service*
- BMC Motor Works*
- Car Nut Artwork
- Carry-On British Parts*
- Celtic Treasure Chest*
- Hagerty Collector Car Insurance*
- Interchange Recycling*
- Jellybean Autocrafters*
- Last Summer Catering*
- Lotus Vancouver*
- Milo European Car Specialists*
- Mini Vancouver*
- McLaren Vancouver*
- MGB Parts*
- Moss Motors*
- Prince Upholstery*
- Raymond James Financial*
- Riteway Heritage Trimming*
- Rolls Royce Vancouver
- Rovalution Automotive*
- Silk Cat Automotive*
- Shell /Pennzoil
- Streetlight Productions*
- Triumph Stag Club Americas*
- Used MGB Parts*
- Yorkshire Tea*
- Young Guns Garage
- Wilkinson's Automobilia*
- West Coast Dream Machines*



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/

2026 Events Planning Guide

A selection of car events in British Columbia

FOR DETAILED CURRENT EVENTS CHECK www.autoeventlist.com

MAY

15-17. Monroe Swap Meet, Monroe Wash USA.

16. Vancouver All British Field Meet ABFM 2026, VanDusen Garden Vancouver

17. All Brits Run to Harrison, Mission start. (part of ABFM event)

17. Knox Mountain Hill Climb, Kelowna

17. Peachland Classic Car Show, Peachland

23-24. SCCBC -CACC Road Racing, Mission.

29-30. Coastal Swap Meet, Agriplex, Cloverdale.

JUNE

6. Burnaby Heights Hats Off Day Show & Shine

7. Fraser Valley Classic Car Show, Chilliwack.

14. KMS Tools Show & Shine, Coquitlam, BC

13. Nostalgia Wines Show, Oliver, BC.

15-19. All Triumph Drive In, Madras, Oregon.

BC Highland Games British Car Show, Coquitlam

19-21. Seaside Cruizers Father's Day Show & Shine, Qualicum Beach

21. Auto Classica Italian Fathers Day Car Show. Vancouver

20-21. SCCBC/Vintage Road Racing Mission

26-28. Peach City Beach Cruise, Penticton

28. Victoria Swap Meet, Saanich

28. Fortin's Village Classic, Chilliwack

JULY

Collector Car Month July 1 – 31

Canada Day Show & Shine, Saltspring Island, BC

Canada d'Eh Celebration & Car Show, Langley Speedway, BC.

Canada Day Cars & Coffee, Tsawwassen BC.

Canada day Pitt Meadows, BC.

4 -5. Vintage Motorcycle Canyon Run , Chilliwack Duke Pt.

5. Parksville Car & Bike Show

10. COLLECTOR CAR APPRECIATION DAY/ ALL MONTH.

12. Mopar Madness Show, Langley, BC.

12. Brits on The Beach, Ladysmith, BC

18. Vettes at The Fort, Fort Langley, BC.

19. Oak Bay Collector Car Festival.

12. Wings and Wheels at YEL, Campbell River.

17-19. Jags on the Island, Victoria

18-19. Road Racing SCCBC, Mission

19. Dueck's 100th Classic Car Show, Vancouver, BC.

26. Agassiz-Harrison Lions Street Meet, Agassiz, BC.

AUGUST

3. Titanium Ford Show and Shine, Surrey

3. Tsawwassen Sun Festival Classic Car Show

8 & 9. BC Historic Motor Races & Car Show, Mission Racetrack)

9. Pender Harbor Show & Shine

15. Ladysmith Show & Shine

15-16. Downtown PoCo Car Show Port Coq

16. Ladner Show and Shine, Ladner

22 -23. Cruise The Shore Charity, N & W Vancouver, BC

22. Heritage British Classic Show, Douglas Pk, Langley.

22. Vintage Motorcycle Show & Shine Vancouver, Deeley Museum.

23. GVMA Mustang/Ford Roundup, Langley

23. Fort Langley Show & Shine, Fort Langley

SEPTEMBER

12-13. SCCBC Road Racing Mission

12. Langley Good Times Show & Shine, Aldergrove, BC

20. Model A&T Swap Meet Abbotsford

26. Greater Van Motorsport Pioneers Induction Ceremony, Cloverdale

OCTOBER

3 -4. SCCBC Road Racing Mission

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

NOVEMBER

1. Kruiise for Kids, Langley

DECEMBER

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



**Engine
Machining Services
Since 1948**

**alecsautomotive.com
604-876-7111**

**Specialised Service for
Collector and
Late model cars Since 1970.**



**Milo European
Car Specialists**

- Experienced Mechanics
- Competitive pricing
- Quality products / reputable brands.

781 Kingsway, Vancouver, BC
604 874 1941
MILOCARS.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



ENJOY YOUR CLASSIC



At **Moss Motors**, our mission is to keep your classic running by making the right parts easy to find. We're honored to support some of the most iconic cars on the road, owned by truly passionate enthusiasts worldwide. We've been supporting these vehicles since before they were classics—*let us help you enjoy yours to the fullest!*

Continue your journey at [MossMotors.com](https://www.MossMotors.com)

HOW MUCH IS YOUR CAR WORTH RIGHT NOW?

Cruise over to Hagerty Valuation Tools® and find out.



INSURE BUY/SELL ENJOY

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

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://www.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, ©2026 The Hagerty Group, LLC. All Rights Reserved. The Hagerty Group, LLC is wholly owned subsidiary of Hagerty, Inc.