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Vehicle awards are carried out under the direction of Chief Judge Nigel Matthews and 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 62 Classes with First and Second in Class awards for a total of 124 Entrants Choice awards plus the following 15 judged Sponsored awards.

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

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, Olivier Spilborghs, Lionel Hondier

BEST MODIFIED VEHICLE

JUDGE: Jim Hilton & Ed Tretwold

YOUNGTIMER AWARD (35 & UNDER)

JUDGE: Kellen Voyer

BEST MOTORCYCLE OVERALL

JUDGES: Ted Laturnus, Cedric Carter

LAND ROVER SPIRIT AWARD

JUDGE: Don MacDonald

STUDENT JUDGING AWARD

JUDGES: Young Guns Garage students

Featured Marques

Triumph Cars **JUDGE:** John Allen & Lionel Hondier

Sunbeam Tiger **JUDGE:** Wes Stinson

Neatest Little Car

JUDGE: Patrick Stewart

Most Elegant Car

JUDGE: Mike Kelly

2024 ABFM SHOW GUIDE

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Brent Martin, Brendan McAleer

It's Showtime, classic car fans

Every year, for the past 36 years, we have been inspired by the sight of so many enthusiasts who faithfully make the time and effort to enter and display their classic British cars and bikes on the lawns of the magnificent VanDusen Botanical Garden.

Equally inspiring is the increasing number of enthusiasts who arrive at the entrance gate to enjoy what is known as *The Greatest Show on British Wheels*; that's encouraging because it confirms that the old car hobby is very much alive and growing here in Western Canada despite ongoing, disruptive elements that affect the critical staging locations for Vancouver events.

On the announcement of the 37th Vancouver ABFM (All British Field Meet), we take this opportunity to thank all supporters, the keepers of these beautiful machines, the admirers who gather faithfully to observe, be inspired and pay homage to the cultural heritage of the assembled displays, the many volunteers and, importantly, the financial support of sponsors and vendors.

As is the show's tradition, tribute is given to select marques celebrating a significant anniversary. As such, Triumph motor cars will celebrate 101 years as the first of three 2024 Featured Marques. Expect to see 80-plus Triumph roadsters and sedans displayed in nine classes, including a large motorcycle display. In July, many of these Triumphs will drive to Vernon, B.C., for the 2024 All Triumph Drive-In, hosted by the BC Triumph Registry. See Andy MacLean's story on page 4.

Making non-factory alterations to a classic vehicle can be controversial, but given sound reasoning and circumstantial situations, such as modification due to environmental concerns and laws, parts and expert labour starvation, to say nothing about ever-increasing restoration costs, can all be justification for opting to modify to an owner's specification.

Always interested in presenting all aspects of the hobby, ABFM 2024's second Featured Marque will present the largest display of Modified Classics from multiple marques, hoping to inform and educate all enthusiasts on this growing trend.

The 'Classic Look, Modern Drive' display for modified classics is a significant trend to encourage amongst the up-and-coming younger generation of classic car owners.

The third marque to be recognized is the much sought-after Sunbeam Tiger, as it celebrates 60 years. Not everyone can tell the difference from outward appearances between the Sunbeam Alpine and its fearsome Tiger cousin, but open the hood, and all is revealed. There is no mistaking the Tiger's big Ford V8 engine.

Tiger owners have their volunteer organization, whose job is to authenticate "real" Tigers, and several of these volunteers will be at work updating their records from this year's display. Read Brendan McAleer's, Tiger story on page 10.

In response to increased spectator attendance, the 2024 Show will see a wider variety of Food Truck vendors in attendance, plus a return of the popular Carriage Trade



Tea House. In addition to musical entertainment by the ABFM's resident Little Mountain Brass Band, "Definitely Not The Beatles" (DNTB), with frontman and collector car enthusiast Randy Cunningham, aka John Lennon, will take the stage to rev up the Sixties vibe and entertain the lunchtime crowds. For fun, dress in the 1960s and '70s is encouraged, with prizes awarded by the band.

For those enthusiasts wondering what their pride and joy are worth in today's market, the ABFM 2024 show will feature a Cars & Coffee seminar session to discuss and inform on values and trends. The discussion will be hosted by ABFM presenting sponsor Hagerty with guest speaker John Wiley. This first-time event is for registered entrants only, starting at 9am sharp before the 10am public opening. We invite you to drop in for a complimentary Umbria coffee and a lively discussion.

We look forward to welcoming everyone to the 2024 Greatest Show on British Wheels when the gates to the world-class VanDusen Botanical Garden open on Saturday, May 18, 2024, for a day of enjoyment and classic car celebration and take a walk down memory lane at our unique garden party.

Patrick & Joan Stewart
ABFM Hosts & Organizers



ATTENTION TRIUMPH ENTHUSIASTS

BC Triumph Registry

ATDI 2024, July 26/27, Vernon B.C.



Triumphs displayed at the Vancouver ABFM. Photo: Brent Martin.

Andy MacLean, ATDI co-chair

The All-Triumph Drive-In (ATDI) is not just another car event. It's a unique annual gathering hosted on a rotational basis by the B.C., Washington, and Oregon Triumph clubs. Our BC Club members are taking the reins this year, and we're heading to Vernon. It's a chance to drive through a stunning part of our province and experience the camaraderie of fellow Triumph enthusiasts.

ATDI 2024 is not just about cars; it's about people. It's a gathering of like-minded Triumph enthusiasts, a place to showcase our beloved vehicles, reconnect with old friends, make new ones, and have a great time. With 100-120 cars typically attending, it's a vibrant event featuring interesting regional drives on both Friday and Saturday. The car show feature is on Saturday, July 27, in Polson Park, where all registered cars will be on display for fellow exhibitors and the

viewing public.

There will be close to a dozen classes of vehicles on display, ranging from all the roadsters and sedans from the Triumph family. With close to 60 years of production and 101 years since the marque's founding, there will be plenty of opportunity to see not only the cars generally associated with Triumph but perhaps one or two rare early cars we seldom see on display.

In addition, the club will also show

cars manufactured by other marques but with Triumph power. These may include Morgans, TVRs, and, yes, even some late-model MGs. All registrants will vote on which car they think is best in each class, with votes counted and awards presented at the Saturday night banquet.

The host hotel is the Prestige Vernon Lodge, and event registration details are available on the BCTR website or the BCTR-ATDI Facebook page.

See you there!

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In 1938, Triumph Motorcycles introduced the Speed Twin model. Its design influenced the industry worldwide for the next 30 years.

Triumph's Edward Turner designed the new engine with two cylinders side-by-side, known as the parallel twin. Until that time, most British motorcycles were single-cylinder or v-twin designs.

By 1949, almost every British bikemaker had a parallel twin in their production lineup.

Perhaps the pinnacle of parallel-twin design was the 1959 Triumph Bonneville model. That model's design was copied

and emulated worldwide, becoming the must-have engine until the 1970s.

With its long history from 1902, Triumph Motorcycles Ltd is today the largest UK-owned manufacturer, producing a wide range of models from Roadsters and Sports bikes to Classics and E-Bikes.

Look for some of the true 'Classic' bike models at the BMOC display on the field at this year's ABFM show..

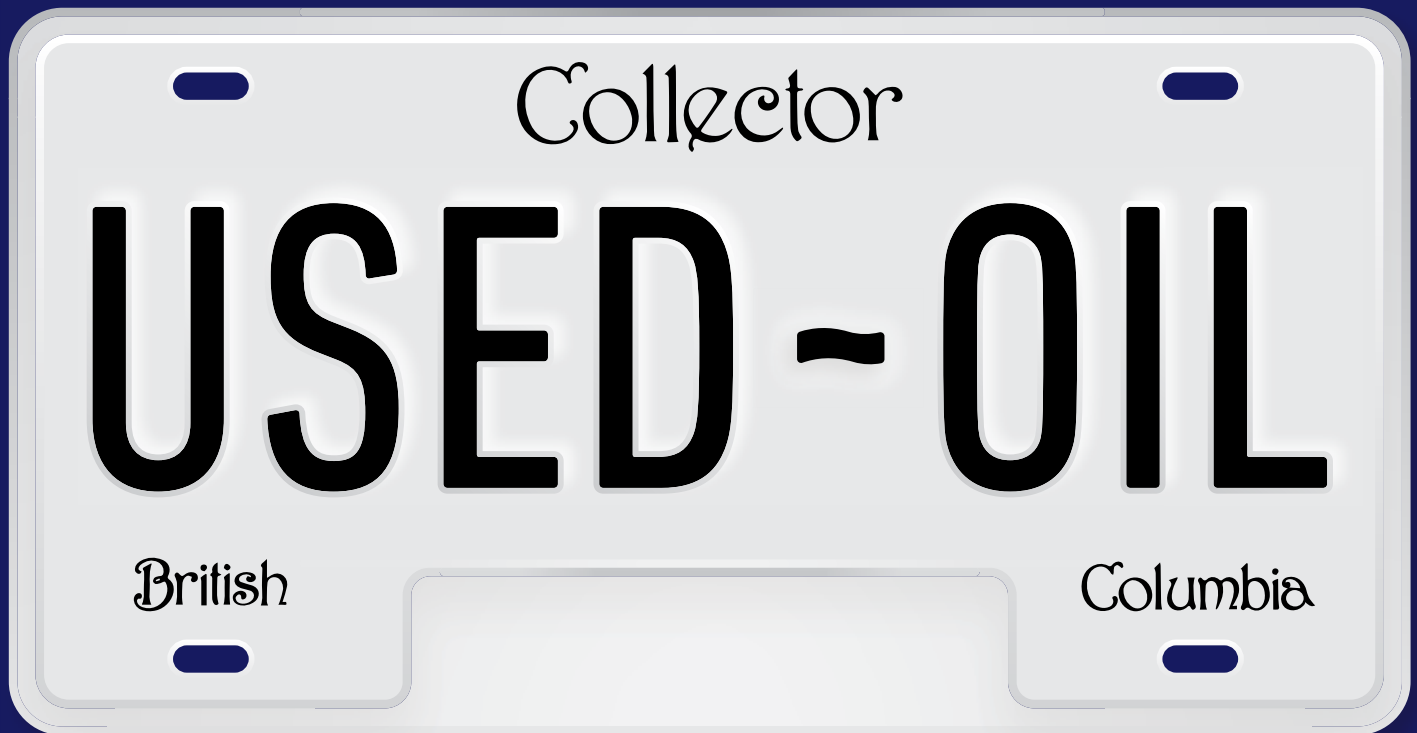
(This article and accompanying photos with thanks to BMOC member Robert Smith.)



1959 5TA Speed Twin 500



1982 T140ES Bonneville 750



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You say Zagato, I say Bristol

The Importance of Design Influence

By Rhodri Windsor Liscombe

Growing up in post-Second World War Britain was an interesting concoction of rationing, bomb sites, shortages and general greyness parried by the illusion that Britain still ruled the globe. After all, most of us watched the 1953 Coronation on someone else's television and saw the seemingly endless parade of troops from around the world marching sturdily to British tunes. Cigarette

cards of British sports stars, steam locomotives, motor cars, and motor bicycles bolstered the illusion. The chips [french fries] might have erred on the soggy side, but the upper lip was stiff.

Dominance of early British motors

The interminable traffic jams endured when going for a weekend drive or on seaside holidays were a constant reminder of British superiority in car manufacture.

Instead of bothering with the trite game of "I spy," bonnets, wing lines, radiator grilles, and mascots corraled my attention. Leaving aside the fact that imported models were even more scarce and expensive, British motors, many still from the early period of motoring, dominated.

The list was both long and occasionally distinguished. Just recall only the first half-dozen in alphabetical order: AC, Alvis, Armstrong Siddeley, Austin, Bentley, Bristol, not forgetting Riley, Jowett or Sunbeam Talbot! Little did I realize that Bristol was purloined radiator and engine-wise from BMW, nor that the Rootes Brothers—purveyors of those stylish Humbers and Sunbeams I admired from afar—had crassly refused to take over Volkswagen, literally stamping on the Beetle and forfeiting potential global profit.

Bias as the chassis of history

One such hearsay story has Prince Philip exercising his biases when visiting the design office of the British Motor Corporation in the late 1950s. Doubtless telling the still complacent managers to extract a digit ("pull your finger out" was one of his favourite phrases), he pointed his authoritative finger eastward to Italy.

Although Britain was still the major automobile exporter, it was increasingly being threatened by Europe and newly beginning Japanese manufacturers. Imperial/Colonial trade preference and influence were fast declining, complicated by fraught labour relations and relatively low investment in new production methods. (Unlike France, Germany and Italy, Britain never received funding under the U.S. Marshall Plan).

It is true that Alec Issigonis at Morris had crafted the neat and efficient Morris Minor (in production from 1949 until 1971) and created the ground-breaking Mini 10 years later. But after the brief modernization of the more handsome late 1930s models that blended Art Deco with Modern aerodynamic lines—like the post-Second War Wolseleys, Standard Triumphs, Daimlers or the stunning Bentley Continental—BMC had landed us with bulbous and lumbering sedans, the only redeeming features of which were leather seats, wood trim and quite appealing dashboards.

Thus, Prince Philip's compass pointed

in the right direction since even the high-end British car companies were still appealing to privileged, conservative ownership and resting on aging engineering technology. Britain needed Italian designers to resuscitate British motoring in the dawn of motorway and fly-over driving.

Technological tipping point

Prince Philip rendered his royal judgement at the tipping point of British auto and technological leadership and enlightened British car chiefs; for example, Tony Crook, who made Bristol a renowned marque, linked up with Italian designers. Crook was a racing driver who "tracked" the achievement of power welded to the beauty of Alfa-Romeo, Maserati, and Ferrari. He favoured Bertone and Zagato, along with executives at Aston Martin; slightly beyond our timeline, the Zagato design studio worked on the Rover 2000. James Bond not only savoured living Italian beauty but also cherished its aesthetic mantle in the shape of his favoured Aston Martin DB5; there was direct cooperation on the fluid-lined DB4.

That gets us into the fascinating territory of influence versus impact and the reality that all creative activity embraces multiple sources of inspiration—for example, the double headlight arrangement plus sleek lower bodywork intended for Armstrong Siddeley's unrealized successor to its Star Sapphire or the slant headlight option particularly associated with Bertone adopted by Rolls Bentley.

In Crook's case, apart from those Bristol 406s specifically fitted with Carrozzeria Zagato bodies—a bit roughly finished despite their excellent look—the marque up to the 412 and even the Beaufighter married British pragmatism with Italian flair. Indeed, the concept of the Gentleman's Carriage that Crook successfully sold into the Millenium reflects the ancient, mainly Roman fundament of much British patrician taste.

Influencers impact

The factual record of the Italian intervention is in John Dickinson's 2017 "British built, Italian design" article (ABFM Souvenir Magazine). Further analyses are in Chris Rees's Encyclopaedia Britalicar and Gary Anson's piece in the 18 March 2022 Goodwood Road and Racing publication. In addition to

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Zagato, British vehicles particularly benefitted from Bertone and Michelotti's artistry.

Bertone's progeny ranged from the 1955 Arnolt-MG--impacting the subsequent MG line and near contemporary Arnault-Bristol—to the Gordon Keeble (1960) and Triumph Vitesse.

Michelotti, who became the house designer for Standard Triumph, re-modelled the Vanguard and continued through the TR4 up to the TR5, plus the Herald, Vitesse and Spitfire.

The panoply of Italian legacy also includes Guigiaro for the Lotus Esprit and Vignale collaborating with Carrozzeria Touring for the swift yet stately Jensen Interceptor series.

However, the major contributor was Battista Pinin Farina. He turned the Austin A40 into a lovely, economical car and transformed all BMC sedans from the late 1950s to the 1960s. Although increasingly standardized, the bonnet cabin and boot flowed together visually and functionally with a restrained elegance that enhanced while incorporating the best of British design tradition.

Pininfarina cleverly introduced a prim fin and modest chroming to assuage the wash of U.S. popular culture compounding in Britain post-1945. The mechanical elephant in British automobilia was, of course, as much

American as Italian. Crook for the Bristol 403, like Herbert Austin for the Austin Atlantic, had purloined the Cyclops headlight tried for with a similar lack of success for the Tucker Torpedo. Ford UK and Chrysler-owned Vauxhall essentially compressed and Hollywood-ed the Detroit design motif, especially from the mid-1950s.

Remember how those Consuls and Zephyrs, or Victors and Veloxes, seemed to herald a new and modern future for the British family car? Also, the celebrated American designer-engineer Raymond Loewy of Studebaker Avanti was famous for designing the Sunbeam Alpine and the Hillman Minx series of the era.

Neither should we forget the legacy of the Swiss Herman Graber, who bodied the Alvis TC 21 'Grey Lady' and had a design role in ensuing TD, TE and TF models. Nor that the most dapper of the Triumphs, the TR6 sported bodywork conceived by the German firm of Karman.

Yet the most decisive influence came from Italy, from Italian designers and artists whose legacies go back centuries. Therefore, the question under this article's bonnet [hood] remains: Why Italian design in British vehicles? Three names will suffice: Leonardo da Vinci, Giacomo Puccini and Enzo Ferrari. ABFM 2024



1955 Arnolt-MG, a four-seater Bertone-bodied car.



Zagato-bodied Aston Martin DB4—a joint venture between Aston Martin and Carrozzeria Zagato of Milan.



Bristol 406 Zagato.



Aston Martin DB5



Armstrong Siddeley Baby Sapphire 236 model with 2.3-litre six-cylinder engine.



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The short-lived Sunbeam Tiger

The Sunbeam Tiger, that drag-strip-blastin', sideroad-scorchin', racecourse-rippin' Vette-scalper of the mid-1960s was a marriage of English sporting pedigree and sledgehammer American muscle, officiated over by Carroll Shelby himself, and built in the heart of the British Midlands with a judicious hammer blow or two.

The development of the Tiger is three parts myth and one part destiny. Ian Garrad was the son of Norman Garrad, who headed up the competition division for Rootes, the company behind the sprightly little Alpine. In the early sixties, he was living in California, and he owned a wooden yardstick. That's all it took.

While Sunbeam wrestled with the is-

sue of how to imbue the Alpine with more power, even as it was getting licked on the racetrack by MGs, Garrad eyeballed the engine bay of the little roadster and came to a thrilling conclusion. A small-block Ford V8 would probably fit in there.

So began a fairly complicated birthing process. Carroll Shelby was approached as an expert at stuffing big V8 muscle into tiny British cars, but while his team dragged their heels on the prototype, Sunbeam turned to hot-rodder Ken Miles. His two-speed automatic V8-swap was thrilling, but when Shelby finally produced their prototype, it was a far more well-sorted affair.

The V8 was moved back in the engine bay by re-working the firewall, and power



was hopped up. While the production Tiger only had a reasonable-sounding 164 hp, its 260 cubic-inch V8 was extremely responsive to tuning. Reportedly, the grunt was enough to strip the hubs right out of the donor Alpine's fragile wire wheels.

When the car was shipped back to the U.K., it was kicked down the command chain until it fell to a fairly junior executive to test drive it. The low man on the totem pole immediately knew he was on to something special, and kicked

up a fuss until Lord Rootes, head of the company, came down to see what all the noise was about.

The story goes that Rootes actually drove the car with the handbrake on, but there was so much power that he was still impressed. The order was given, the V8s sourced from Ford, and the Sunbeam Tiger burst to life.

Tiger

CONTINUED PAGE 14

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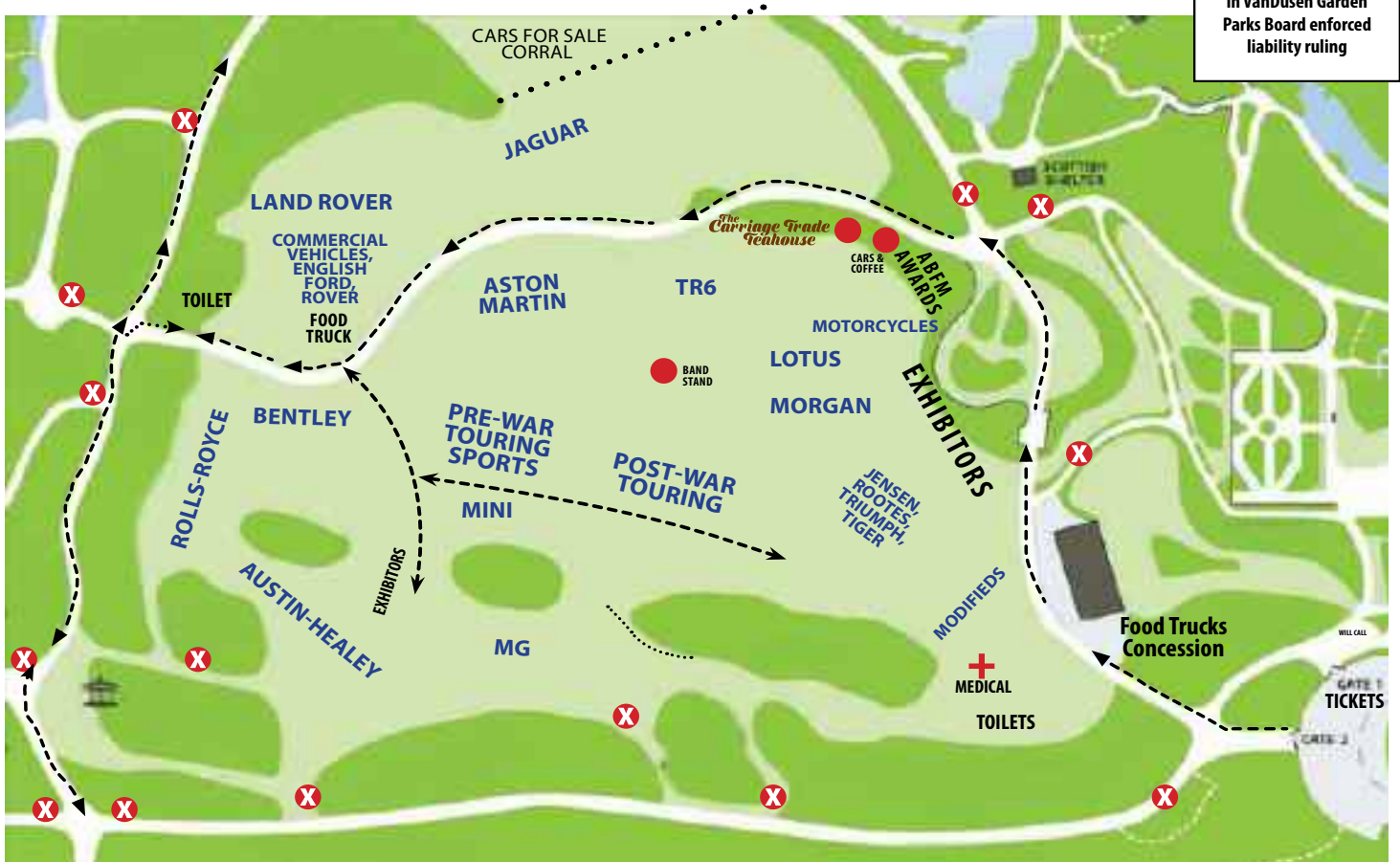
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ABFM SHOW LAYOUT 2024

Guide to Car Displays

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liability ruling



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Oak Street

Tiger CONTINUED FROM PAGE 10

It was launched in New York in the spring of 1964, alongside a new type of car from Ford, the Mustang. Like the early 'Stang' the Tiger's modest output belied a very tunable engine and chassis, and the enthusiast community responded immediately. If the Cobra was beyond reach, here was a Shelby-designed roadster that was actually affordable.

Soon, Tigers were screaming down the dragstrip and posting 12-second timeslips. They would go on to rack up the wins in road-racing too, taking their class at the 1964 Geneva rally and the Monaco Rally the next year. They also did well in Canadian competition, with a Ken Miles prepped SCCA entrant putting the boots to a Shelby GT350 at Mosport in 1965.

The Tiger excelled at this tight type of racing, with a short wheel-

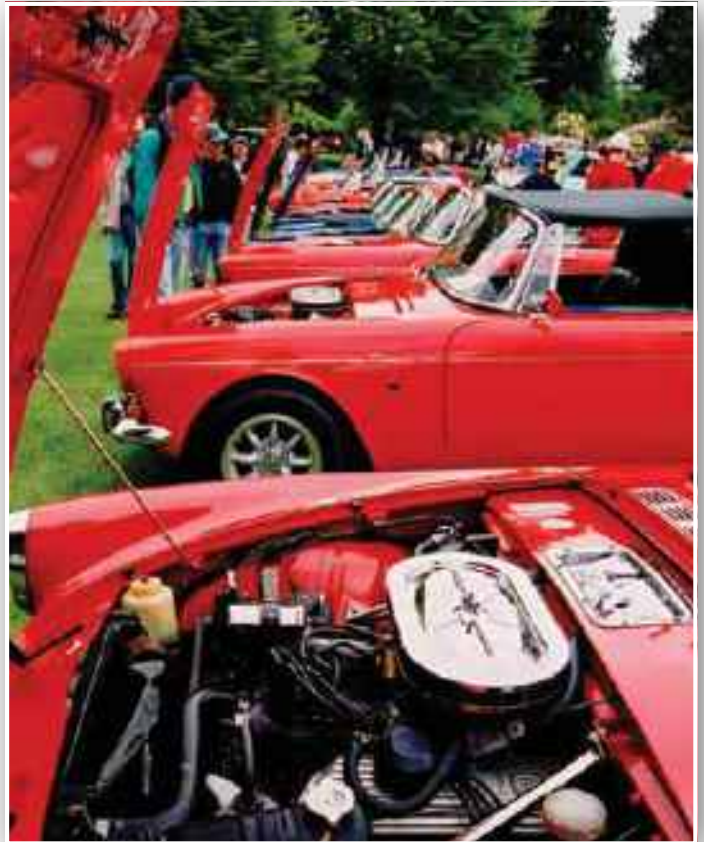
base and enormous low-end shove. However, it was also a great long-distance tourer, had you the economy to pack for a journey in a small British roadster, and its V8 power made short work of steep mountain passes.

Even though many folks have a Tiger tale or two, the car was regrettably short-lived. Chrysler took control of Rootes in the late 60s, and by 1968, the last of the Tigers were sold – these latter cars were equipped with 289ci Ford V8s, and performed even better, but Chrysler couldn't get their own V8 engines to fit in the tight Alpine engine bay.

TCM
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Brendan McAleer first published this story in 2014, with the Tiger content reprinted here.

For the complete story check the westerndriver.com archive media link.



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American Heartbeat, Italian Styling, engineered by Fighter Pilots

By **Brendan McAleer**



Italian design

Rolls-Royce's Spirit of Ecstasy perches atop the hood of genteel coupés and saloons with grace and poise. The curved horns of a vintage Dodge Ram mascot say "Look out! Pickup truck coming through!" But what does adopting a tortoise as your mascot say about a car? Especially one from a brand that sounds as corporate-accountant stodgy as 'Gordon-Keeble'.

Ah, but if you've read your Aesop's Fables, you'd know that it takes a tortoise to beat a hare. Besides which, never mind the badge and take a look at what's actually in the nose of this gorgeous silverish grand tourer. Not, perhaps, the expected straight-six you might find in a Jaguar or Aston-Martin, but a bare-knuckle boxer American V8, 327 cubic inches of Corvette fury.



327 Small Block V8

And then there's the styling, restrained and gorgeous enough to make the owner of a 250 GT Lusso turn their head to look. It looks Italian because it is Italian, penned by a young man who would go on to shape the De Tomaso Mangusta and Maserati Ghibli.

Rarer than an Aston-Martin DB4, more vigorous than an E-Type, this is a Gordon-Keeble GT. The story is that it wears a tortoise mascot because someone's pet wandered into a photoshoot of the prototype model, and someone placed it on the nose of the car as a joke. Whatever the reason, there's far more to the story of the Gordon-Keeble than an unusual badge.

Building cars profitably and reliably is difficult, but that has never stopped



Unlikely badge

the optimistic. Particularly so in the UK car market, where legions of people have headed to their garden shed with a gleam in their eye and hope in their heart. It mostly doesn't work out.

But it did for John Gordon, albeit not entirely. In 1959, Gordon was managing director at the Peerless car company, which was producing a small sporting GT with largely Triumph TR3 mechanicals. Peerless was not doing well financially at the time, and Gordon's interest was piqued when an ambitious project showed up at the factory.

Jim Keeble was a racing engineer in Ipswich, a former RAF Spitfire pilot with a keen interest in motorsport. He'd already built a few racing specials, and had been approached by an American F-101 Voodoo



Fighter Pilot cockpit

fighter pilot who was looking to swap a Corvette V8 into his Peerless. Given that the Peerless GT weighed about 2400lbs, such a Frankenstein's monster would have been quite a handful.

A plan was hatched to build a car around the idea of marrying a handbuilt space frame with reliable American V8 power, and Keeble got to work on the underpinnings that winter. Meanwhile, Gordon approached Bertone at the Turin auto show. Nuccio Bertone had just the man for the job, recently hired from Fiat's Special Vehicle design department: Giorgetto Giugiaro.

Giugiaro, then just twenty-one years old, sketched out a classically elegant GT shape, free from over-adornment. The canted headlights were a bit of a flourish,



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Elegant GT shape

but not overdone. For the interior, an aircraft-inspired theme was chosen, as befitted a car built by a Spitfire pilot for a jet fighter jock. This first prototype was built with a steel body, and a 4.6L V8.

The prototype was shown at the 1960 Geneva auto show, to solid approval. Gordon and Keeble were confident enough in their creation that they allowed UK-based publication Autocar to test it on the road. Autocar called it, "the most electrifying vehicle we have ever tested."

With this vote of confidence in pocket, the prototype was sent across the Atlantic, to demonstrate to the GM brass that the concept was worth supplying engines to. Zora Arkus-Duntov, the Belgian-born racer who was so instrumental at creating the Corvette reportedly called the prototype quicker than even his 'Vette.

Arkus-Duntov and Gordon are said to have been old friends, possibly due to overlapping interests in the 24 Hours



Disc brakes all around

of Le Mans race. Whatever the case, the more important result of the prototype's pan-Atlantic debut was winning the approval of GM Executive VP Ed Cole, who opened the door to supplying the then-new 327 small-block V8. There was reportedly even some enthusiasm expressed for making a production Gordon-Keeble available through GM dealerships.

Unfortunately, the Cinderella story started to come unwound almost immediately. John Gordon left the company, there were issues with supply chain shortages, and cash flow problems saw Gordon-Keeble go under in 1965. It was resurrected with fresh investment, but by 1967 was again bankrupt. A final car was assembled in 1971, built from spare parts.

The total run is said to be 100 cars, although very possibly more like 90 were actually made. The survival rate, however, is quite high, thanks to the very active Gordon-Keeble owners club in the



Photo R.Fram

Pre restoration in red

UK. Founded at roughly the same time that the last Gordon-Keeble was being built, this group of owners has not only preserved the breed but found some slight improvements to it.

This debuting restoration is chassis number 61, owned by Paul Holland who purchased it from a noted Triumph collector Len Drake in southern BC. Patience was required – it took four years from first spotting it until Drake was convinced to let it go. Red when purchased, it was sent to the team at RX Autoworks in 2018, where it took a further four full years to bring to its current glory.

Tazio Nuvolari, the great Italian Grand Prix driver, was known to wear a golden tortoise as a good luck charm. After his death, through the mid-1950s, a tortoise was given to the drivers who were fastest through the Cremona-Mantua-Brescia stage of the Mille Miglia. Sir Stirling Moss had one, and called it his most prized



Key Fob matching badge

honour.

Likewise, the tortoise on the badge of the Gordon-Keeble is a wry joke as to the speed enshrined within. With a four-speed T-10 manual gearbox and 300 hp and 360 lb-ft of torque on tap, the Gordon-Keeble is capable of running up to highway speeds in around six seconds and on to a top speed of over 140 mph. Disc brakes at all four corners handled stopping duties. At the time it would have been one of the fastest things on the road, capable of easily matching a contemporary Aston-Martin.

You're unlikely to see another one in person, and certainly not one as sorted out to such a high degree as this. An American heartbeat. Italian styling. Engineering by and for fighter pilots. The Gordon-Keeble's story seems neither slow nor sure, not really Aesop's fable of tortoise and hare. And yet, here it is after all those years, victory at last.

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Instant Future Classic

Striking Design with a two-engine choice

Lotus's final internal combustion-powered production model, the Lotus Emira is an instant classic that embodies the best of its forebearers while heralding the way towards an exciting future.

For drivers, its dynamics are as striking and captivating as its design. Two engines will be available during its production – either a reworked iteration of the lauded and sonorous 3.5-litre supercharged V6, found in the preceding Evora range, or a punchy and lightweight turbocharged 2.0-litre inline-four from Mercedes-AMG. Power ranges from 360hp

to 400hp and is transmitted exclusively to the rear wheels.

V6-powered Emiras offer either a tactile six-speed manual transmission or slick and straight-forward six-speed automatic transmission, while inline-four, powered Emiras transmit their power through an instantaneous eight-speed dual-clutch transmission.

with lightness in mind and weighs roughly 1,400kg – an especially notable and respectable figure as Emira is the first modern mass-produced Lotus sports car to offer a comprehensive suite of driving aids, interior luxuries, and connectivity for effortless usability.

The Emira model will be the final mass-market internal combustion-powered Lotus

When ordering, customers have the choice of either Tour or Sport suspension. Tour is configured for consistent everyday road use while Sport (available with the Lotus Drivers Pack options), stiffens the Eibach springs and Bilstein dampers for enhanced dynamics and feel.

See the Emira at ABFM 2024, May 18 at the Lotus booth, VanDusen Garden or after the show contact Lotus of Vancouver to learn more or book a test drive.

Over 75 years of determination, innovative engineering, and unwavering passion for the joy of driving

The bonded aluminum chassis honors the lightweight and durable assembly technique pioneered by the Elise. Its stiff structure seamlessly works with the meticulously calibrated electro-hydraulic steering and suspension to clearly communicate with driver and passenger, the nature of every road surface.

In true Lotus form, Emira is designed



EMIRA – THE GRANDEST FINALE

Honoring a proud past while heralding an exciting future. As Lotus' final combustion powered model, Emira is a modern classic made to celebrate the unashamed joy of driving. Meet the Lotus Emira at the 2024 All British Field Meet on May 18th.

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The New 2025 MINI Cooper S Takes Inspiration from the Past



The 2025 MINI Cooper S enters a new generation but with some design elements that were inspired by the original MINI.

The new car is slightly wider than the outgoing model, but it shares the same wheelbase length of 98.2-inches. The most noticeable change is the look of the new MINI. It no longer has a hood scoop, it doesn't have vertical slats in the

bumper, and it doesn't even have the side scuttle anymore. But the car has kept the iconic round headlights with round daytime running lights. Around the back, the Union Jack taillights have been given a thorough modernization.

Underneath the smooth new skin of the 2025 Cooper S is a 4-cylinder turbo-charged engine. The 3-cylinder engine is gone. The standard Cooper produces 156 hp while the Cooper S generates an output of 201 hp and 221 lb-ft of torque. Both versions of the MINI Cooper are equipped with a 7-speed dual-clutch transmission.

It's the interior that took the most inspiration from the original MINI. Just like the original, the new MINI has a single, round "dial" in the center of the dashboard. Granted, the touchscreen in the new MINI is significantly larger than the original, measuring 9.4-inches in diameter.

The screen displays all the relevant vehicle information, such as speed and fuel economy, in addition to displaying



the navigation system, media, climate, telephone and other built-in apps. This new infotainment system is highly customizable and features different themes to choose from. In addition to each theme, the ambient lighting changes based on the current one that is selected.

With the design changes, the interior of the 2025 MINI Cooper has the hallmark of a modern vehicle with clean lines and

a generous amount of space. A panoramic glass roof provides an open atmosphere while the 60/40 split folding rear seats can accommodate a lot of cargo.

There's no price available yet for the standard 2025 Mini Cooper but the Cooper S will start from \$39,990. You can learn more or reserve the 2025 MINI Cooper at The BMW Store in Vancouver or at BMW Langley in the Fraser Valley.

ABFM 2024



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Sports Car Market

Support Young Guns Garage Automotive Work Projects

Support Young Guns Garage Automotive Work Projects

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

A team from Young Guns, under the direction of the organization's director Chad Gelderman, will be tasked with judging a select number of classics from the display field and will present the Youth Judging Award sponsored by Hagerty to the winner, with an Honourable Mention for the vehicle awarded second-place honours.

The ABFM's Youth Judging Award allows YGG members to use their knowledge during the judging process and work as a team to promote this worthwhile organization.

YGG, a Youth Unlimited program, is all about connecting with young people to equip, educate, and empower them through automotive work projects that build skills and confidence and contribute to overall health and well-being.

Additionally, being involved in a restoration project allows car enthusiasts and young people to work



Current project cars on the hoist at Young Guns Garage.

together and connect in a meaningful and unique way, as many enthusiasts have experienced with their family members.

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

The organization also welcomes donations of project cars and automotive parts to support ongoing projects.

On Saturday, May 18, at the ABFM classic car show, look for their booth, fundraising draw, and a display of their project cars.

For more details on how to help this worthwhile organization grow, visit their website, www.young-gunsgarage.ca.



Revving up sustainability: Why collector car enthusiasts should recycle their used oil

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

Time For Action

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

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

Deserving of Recognition

Low Lewis (Lewie) Award

Recognizing people and their significant contribution to the classic car hobby has been a priority at the Vancouver ABFM since 2002, when the first award recipient was Edd Arnold.

The 2024 recipient will be announced on Saturday, May 18, at the show's awards presentation ceremony and posted to www.westerndriver.com.

Motoring Mouth Award

The classic car hobby thrives on interesting people who are unafraid to express their enthusiasm, opinions and passion for this hobby.

This award, which recognizes a person who best represents the true spirit

of a classic car enthusiast, is awarded in memory of Michael Powley, the ABFM's master of ceremonies and a Jaguar Club member for many years.

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

Edd Award

Hard-working and enthusiastic volunteers make events happen, especially at the annual ABFM, which was the case with chief marshal Edd Langelier for more than 25 years. In his memory, this award was introduced in 2016 to recognize those who provide excellent volunteerism and support at classic car events.



INEOS Grenadier debuts in Vancouver



In 2017, car enthusiast and experienced adventurer Jim Ratcliffe identified a market gap for a stripped-back, hard-working 4x4 engineered for modern-day compliance and reliability.

Ratcliffe formed INEOS Automotive and assembled a team of automotive professionals to bring his fresh perspective of a 4x4 to fruition.

The result is the Grenadier, a rugged, go-anywhere off-road vehicle that combines rugged British spirit and design with German engineering rigour. This 4x4, engineered to overcome all conditions, provides

a workhorse vehicle's best-in-class off-road capability, durability, and reliability. Its design also allows for adventure or leisure use—wherever the location.

Thanks to a unique partnership between WEISSACH and INEOS Automotive, customers in Western Canada will soon experience firsthand the capabilities of the INEOS Grenadier—a 4x4 that is redefining the off-road driving experience.

To learn more about the Grenadier, visit the Vancouver dealership at 1757 West 2nd Avenue or head to weissach-ineosgrenadier.com.

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2024 Events Planning Guide

A selection of car events in British Columbia.
For detailed listings, visit autoeventlist.com.

MAY

- 18** Vancouver All British Field Meet ABFM 2019, VanDusen Garden Vancouver
- 19** Vancouver All British Harrison RUN. Join fellow British car driving enthusiasts on Sunday, May 19, 2024, with a choice of two Runs: The relaxing Scenic Seven drive or the more challenging Adventure Roads Unknown route. For details and registration, visit 2024 Vancouver ABFM Harrison Run.
- 19** Knox Mountain Hill Climb, Kelowna
- 19** West Kelowna World of Wheels car show
- 31-1** Coastal Swap Meet, Tradex Centre, Abbotsford

JUNE

- 1** Burnaby Heights Hats Off Day Show & Shine
- 1** British Invasion, Langley
- 2** Brit Car Restoration Fair, Saanich
- 8** Burrard Yacht Club Classic Boat & Car Show. N. Van
- 15** KMS Tools Show & Shine, Coquitlam, BC
- 15** BC Highland Games British Car Show, Coquitlam
- 16** Seaside Cruisers Father's Day Show & Shine, Qualicum Beach
- 16** SCCBC Road Race #3 Mission
- 16** Italian Fathers Day Car Show. Vancouver
- 16** Annual Porsche Day, Dunderave W. Van
- 21-23** Peach City Beach Cruise, Penticton
- 22-23** SCCBC Road Racing Mission.
- 23** Victoria Swap Meet, Saanich
- 23** Fortin's Village Classic, Chilliwack

JULY Collector Car Month

- 1** Jellybean Canada D'Eh Show Langley.
- 6** Vintage Truck Museum Show. Cloverdale.
- 7** Corvettes at Fort Langley
- 7** Trev Deeley Motorcycle Show
- 7** Parksville Car & Bike Show
- 14** Brits on The Beach Show Ladysmith
- 14** COLLECTOR CAR APPRECIATION DAY, Province-wide
- 21** Oak Bay Collector Car Festival.
- 26-27** All Triumph Drive In. Vernon.

AUGUST

- 5** Tsawwassen Sun Festival Classic Car Show
- 9-11** Cruise The Gorge Oregon
- 10-11** BC Historic Motor Races Mission Race Track
- 10-11** Field of Dreams Classic Car show Mission (BCHMR)
- 11** Pender Harbor Show & Shine
- 17** Ladysmith Show & Shine
- 17** Main Street Show & Shine Vancouver.
- 24** Heritage British Classic Show Langley

SEPTEMBER

- 6-8** Fully Charged Auto Show Vancouver
- 7** Langley Cruise In, Langley
- 14-15** SCCBC Road Racing Mission
- 15** Model A&T Swap Meet Abbotsford

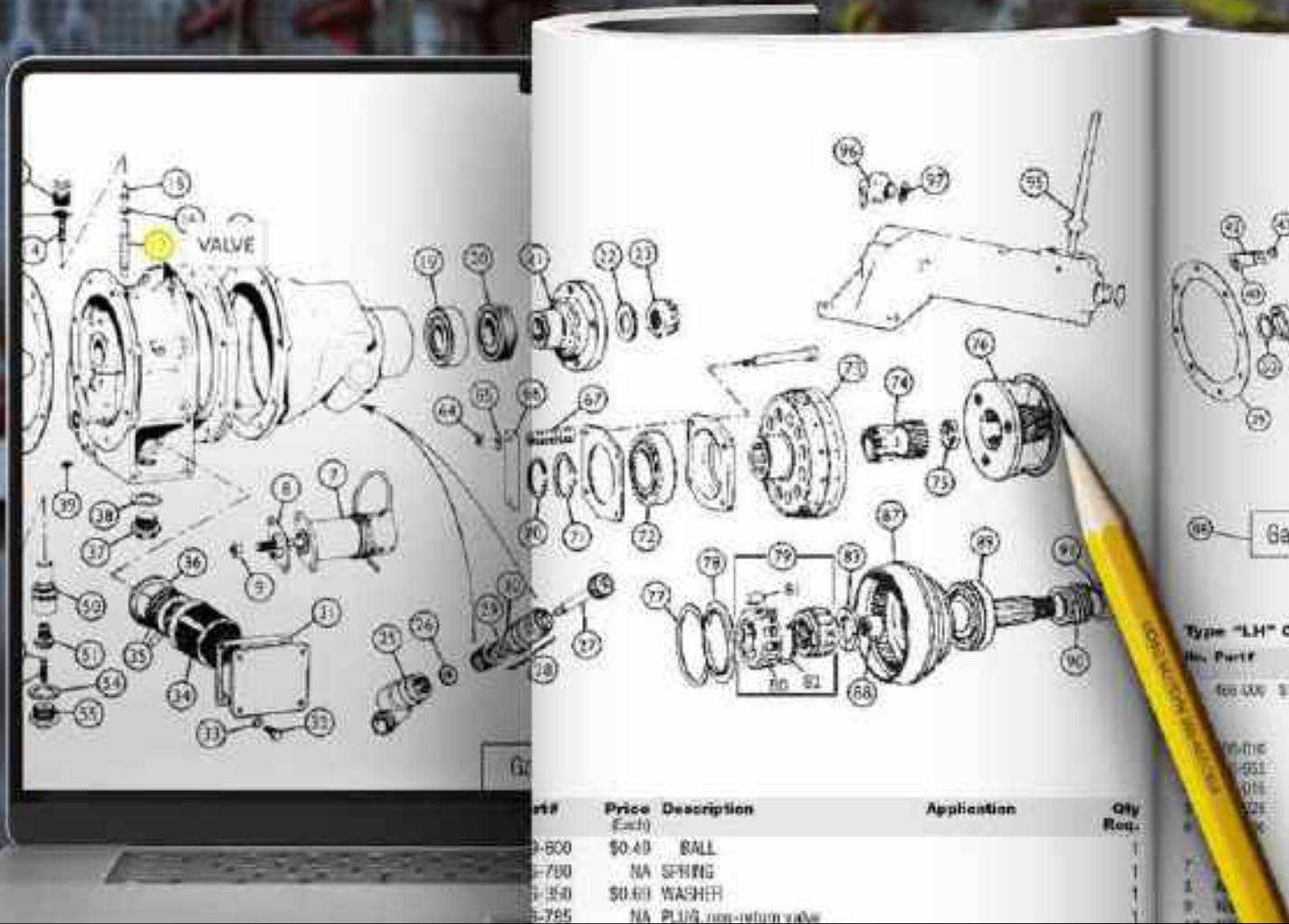
DECEMBER

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

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