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NOTE THE DATE OF THE

CHRISTMAS DINNER

**TUESDAY
NOVEMBER 27**

6:30 HAPPY HOUR

7:00 DINNER

BE THERE!!!

DUES WILL BE DUE SOON!
THEY ARE \$20 ON OR BEFORE
DECEMBER 31
THEY ARE \$25 1/1/06 OR AFTER

OLD ENGLISH CAR CLUB OF BRITISH COLUMBIA, VANCOUVER COAST BRANCH

NOV-DEC 2007 - VOL 12, NUM 6

Letter To Heaven

Les Foster

Sometimes bureaucracy moves in strange ways. Recently, I have been attempting to register to my name the 1952 Thames pickup that I purchased in New Westminister in July, 2006. The elderly gentleman that I bought the truck from had been unable to produce any documentation for the Thames on the day of sale but had assured me that the papers were somewhere in his apartment and had merely been mislaid following a move a few years previous.

As the world of Thames trucks turns very slowly, indeed, I wasn't overly concerned. A few days or even weeks were irrelevant- the truck wasn't going anywhere fast- of that I was certain! Weeks stretched to months, however, and the seller expressed concerns about his health. Tests were scheduled and appointments made. He was just too preoccupied to search for the documents. Commiserating with him, I was loath to apply any pressure. Every couple of months I would call him, inquiring after his health and gently broaching the question of the unfound papers. Every couple of months he seemed a little more infirm.

Finally, after a full year had passed and nothing had been produced, I decided that I would have to get serious about obtaining my documentation. My next step was to contact the Vehicle Records department of ICBC and describe my predicament to them. "No problem", I was assured. All I had to do was get the seller to complete his portion of the standard Transfer/Tax form, fill out my areas and return it to their department with a cheque for seven dollars. ICBC would search for a supporting document and, providing it was found, the truck would be mine.

Filled with new hope, I called the ailing former owner again and again but received no answer. I left messages. No answer. A couple of weeks went by and then the phone rang. It was his daughter. Her father was very ill and had been put in a Veterans hospital. Oh dear! I explained my predicament to her. His daughter offered to take my transfer form to him to have it signed and she would post it back to me. All was not lost! Sure enough, a couple of weeks later, there was the shaky signature of my aged friend adorning the all important Transfer form. Into an envelope with the cheque it went and off to the post office.

Continued on page 2

Ladner-Bellingham Run 2007

Steve Hutchens

Environment Canada's weather forecast for White Rock on November 2, two days before the run, was for "Sunny. Low plus 5. High 10. " I chose White Rock's weather to put on our website as it is about half way geographically on our route. It turned out that it was, indeed, mostly sunny and the high was 11, so it was a delightful day.



Celia donated her seat in our Morgan to Joe Irwin, a friend from Chantilly, Virginia, who was visiting us. Joe and I were in the Air Force together at McChord AFB in Tacoma in 1967 and 1968. Joe was curious about a run of old English cars, and was looking forward to the day.

We left Bellingham about 6:50 and were in the parking lot in Ladner at 7:42, near record time. Awaiting us in Ricky's were Alan and Mary Lou Miles, our registrars for the day, and early birds Gil and Joy Yarrow, Ken Miles, and Brian Lees. Bart and Audry Shaw joined us shortly and we set to making breakfast decisions from the ample menu. A few minutes later the flood gates opened and the room filled as Alan and Mary Lou, having finished breakfast, started registering everyone. The total turnout was a bit thin, with some 26 cars registering for this great traditional run. Talk was that fear of delay at the border (both going south and then on the return north) may have dampened the turnout.

I tried to take photos of each car and I think I got 30 or so

Continued on page 5

Continued from page 1

Another couple of months passed. Are you noticing a recurring theme? I began to expectantly anticipate the "clunk" of the mailbox lid every morning that might herald an answer from the supreme arbiters of my truck's fate.

In the meantime, as I was also hoping to get the missing VIN plate from the seller, I was still keeping in sporadic touch with him. At one point in late summer he was back home and recovering. He'd found the VIN plate and would try to get it to me. A couple of more weeks rolled by and my phone calls went unanswered again but I eventually connected with his partner who told me that the poor man had had a stroke and was back in the hospital in a coma. She said she had no idea about the truck, its papers or any parts of it. She promised, however, to watch for them. The next time that I called to check on his condition he was gone. I talked for quite a while with his bereaved mate and felt quite sad about his passing. He'd been a likeable and interesting fellow and his failure to deliver on his promise was no fault of his own.

Then the letter came. I couldn't open it right away. It was too much. I put it on the desk and found other chores to do. Anything to avoid the awful finality of ICBC! Eventually I ran out of excuses and tore the envelope open. There it was - a photocopied APV250, circa 1974. Yes! No! No, no, no... the seller's name was not right. My friend did not own the truck that he sold to me. His wife did. His late wife did. By odd coincidence, that same afternoon, the seller's obituary appeared in the newspaper. It gave the sparse outline of the man's life - he being pre-deceased by his wife and later taking up a new relationship with her best friend, the lady to whom I had spoken on the telephone. By now I felt that I knew quite a bit about my truck's old owner and his family.

What to do? Panicked phone call to ICBC! I explained the circumstances again - no recent documents except a signed Transfer Form from the seller; old ICBC records showed the truck registered in the seller's wife's name; wife and seller no longer with us.

Once again the reply from ICBC was, "No problem!" All that I needed to do was send, by registered mail, a Transfer/Tax Form with my details completed, to the last registered owner at the last known address (as shown on that copy they'd sent to me of the thirty-three year old APV250) and include a covering letter requesting the former owner to complete and sign their portion of the form and return it to me. Either this would happen or the letter would be returned unopened to me or thirty days would pass. In any case, any one of these eventualities would satisfy the requirements of ICBC and the registration could be mine.

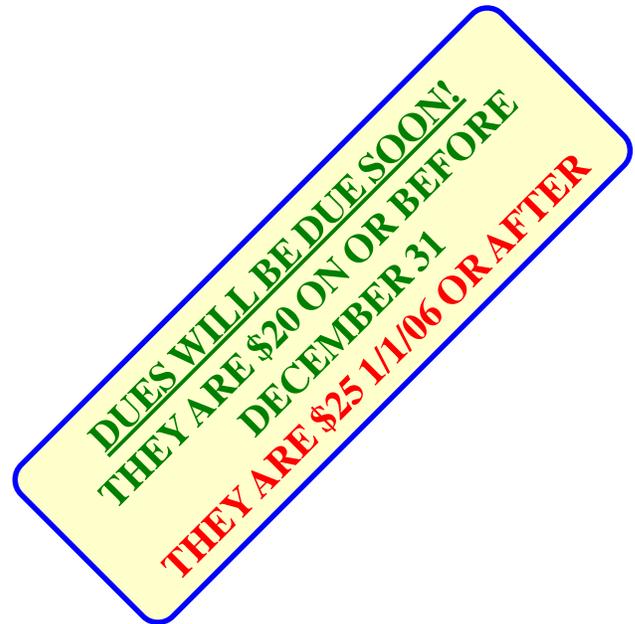
So that's how I came to write to Iris, wife of George. I'd read a bit about her in the obituary, and heard more from her friend who'd taken her place at George's side and now mourned his passing, too. Iris, dead these many years, was to receive a letter from someone she never knew. Writing to her was a rather odd experience. I found myself a bit of a loss as to how to begin. I kept imagining her sitting in the kitchen of her old home reading the letter from me, the morning sunlight streaming through the window, a hot cup of tea near her hand. Surely she would smile when she remembered the old truck - another one of George's crazy projects. The last time she'd seen the Thames it was hanging from the rafters of their garage, suspended in space and time by huge hawsers. My words were more than courteous, almost familiar but always respectful, "I purchased the Thames from your husband, George...", "Would you be so kind as to complete...", "yours sincerely..." etc; etc. After all, I was writing a letter to Heaven and I just might get an answer.

Canadian \$

Mike Smith

Due to the strong position of the Canadian Dollar, Octagon Group is able to honour all prices in the Moss Catalogue at par. For example \$100.00 US=Cdn. \$100.00.

Think of it, Moss prices without the



COMING SOON! REGALIA SPECIALS (GOOD ONLY FOR A LIMITED TIME)

AT THE WHEEL

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Brits in the Ozarks

Steve Hutchens and Celia Obrecht

Let's start with the basics - just where the heck are the Ozarks? Wikipedia defines it as follows: "The Ozarks covers much of the south half of Missouri and an extensive portion of northwest and North central Arkansas. The region also extends westward into northeast Oklahoma and extreme southeast Kansas." Fayetteville, Arkansas (see the button in the map below), nestled in the Boston Mountains, is the home of Brits in the Ozarks. Northwesterners wouldn't call them mountains, but by local standards they qualify. The event is sponsored by British Iron Touring Club of Northwest Arkansas, a club not unlike a branch of OECC in that it includes everything British, and is officially supported by British Motoring Club of Arkansas, St. Louis Triumph Owners Association, Greater Ozarks British Motoring Club, and Jaguar Club of Tulsa, Inc. The show draws cars from as far away as St. Louis, Missouri (340 miles) and Dallas, Texas (333 miles). The Jaguar Club of Tulsa is a mere 115 miles away.



We were in the Ozarks visiting family. Steve's son and sister live in Tulsa, Oklahoma; his brother lives in Bentonville, Arkansas (home of WalMart) and his daughter and family live near Springdale, Arkansas, just eight miles or so from the site of Brits in the Ozarks. We thought this would be a great opportunity to introduce the three grandchildren, ages 3, 7 and 11, to the world of English cars.

There aren't nearly as many British cars in this part of the United States as there are here in the Pacific Northwest, but what they lack in numbers they make up for in enthusiasm. With driving distances like this just to get to an ABFM, it requires dedication and well prepared cars. For many of the 160 or so British cars attending Brits in the Ozarks it is not a trivial tour.

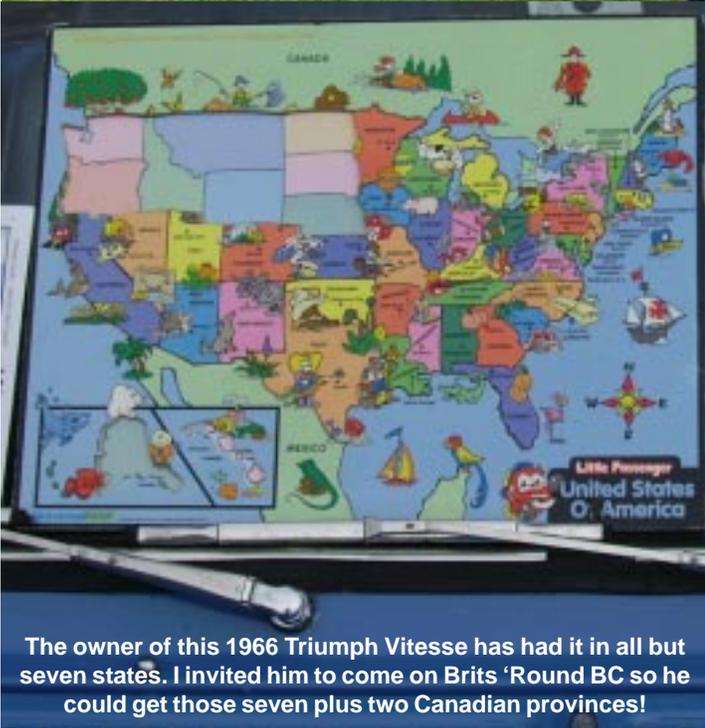
The event lasts from Friday morning to Saturday evening, allowing Sunday for the return drive home. Friday activities include a morning and afternoon of touring over some exceptionally scenic roads (remember, many of these cars drove 300+ miles just to get to the event, then they have a mass tour) and a parking lot party in the evening at a local hotel where there is free food and drinks (read beer and wine from what I understand) with an indoor hospitality room in case of bad weather. The show is from 10:00 to 3:00 on Saturday, with judging in about 30 classes. After the judging, there is a Twisted Fun Run (more driving - these guys must be tough) followed by an awards dinner in a pavilion of the park where the meet is held. These folks like to drive their British cars!

The owners I talked to were quite enthusiastic and the event was a lot of fun. The event was a fund raiser for the ALS Association (Lou Gehrig's Disease) and included a silent auction as part of the fund raising (my son and daughter bought great steel shelving). A total of \$12,000 was raised during the weekend.





This 1973 Jensen Interceptor was the first car we saw at the show. When I saw the owner I told him I knew two other Interceptor owners. He said he found the car on the OECC website Autojumble and bought it from Stan Stanley in Pitt Meadows a few weeks earlier. What a small world!



The owner of this 1966 Triumph Vitesse has had it in all but seven states. I invited him to come on Brits 'Round BC so he could get those seven plus two Canadian provinces!



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photos which allows for a few who came to the start but didn't register and a few others who joined us later.

The drive was quite pleasant and uneventful until we got to 0 Avenue, where we fell behind a truck that was painting the yellow stripe down the centre of the road. Many of the cars somehow managed to get spatters of yellow paint on their tires and some elsewhere on their cars.

The border took us almost exactly 30 minutes from the time we pulled up behind a line on 0 Avenue to clearing the border agent. We regrouped at the Edaleen Dairy store just south of the border and when the last car cleared we headed on south on Guide Meridian.

We arrived at the Silver Reef Casino about 12:15. The Champagne Buffet was as grand as it was last year and we all enjoyed it.

After a few words from Ken Miles, we adjourned and headed home with memories of another great Ladner-Bellingham All British Run.

We hope to see more of you next year. Mark your calendars for Sunday, November 2, 2008, and plan to be there!





CHECK OUR WEBSITE
 FOR AN UPDATED SECTION
 ON THE
 LADNER-BELLINGHAM RUN
 AND FOR LINKS TO THE
 LONDON-BRIGHTON!
www.oecc.ca/vcb



BRBC UPDATE - OCTOBER 28, 2007
 Steve Hutchens and Celia Obrecht, Wagonmasters
 sphutchens@yahoo.com or 360-733-3568

BRBC 2008'S MAIN GOAL: FUN!

In a word, we are out to put together a week full of fun! We want BRBC 2008 to be a tour that is so outstanding that you will remember it for years to come. Our key objectives:

- o Modest driving distances (156 mi/251 km average) to allow ample opportunity for activities, sightseeing and socialization.
- o Comfortable, pleasant lodging and enjoyable evening dining with

interesting choices, all at modest prices. Both motel and camping options will be available.

o Some of the most scenic roads in North America! Celia and I spent a week in late August and early September driving the 2008 route through Williams Lake to Prince George, Jasper, and Lake Louise and it is great.

DAYS FULL OF ADVENTURE

Participate in as much of the tour as you choose. You can do the whole tour or any of several interesting loops. Our schedule is still tentative, but here's a peek:

Day 1, Friday, June 27: Tsawwassen to Comox - Lunch in Victoria with the South Island Branch. Tour on to Comox for the evening and a possible pig roast with the Comox Valley Branch. (161 mi/258 km)

Day 2, Saturday, June 28: Comox to Nanaimo - OECC AGM. Though plans are still being developed, we anticipate that the Mini Monte will be Saturday morning with lunch in the Nanaimo area. We are hoping that the AGM and dinner will be Saturday evening. (69 mi/110 km)

Day 3, Sunday, June 29: Nanaimo to Lillooet - Enjoy the 9:00 AM AGM then head for the 12:30 Horseshoe Bay ferry (reservations recommended). Tour through Whistler to Lillooet and dinner at a great Greek restaurant. (145 mi/233 km)

Day 4, Monday, June 30: Lillooet to Williams Lake - Spectacular route, then a short show 'n shine of our old English cars at the impressive Williams Lake Visitor Centre. We dine at a cool pub downtown. (171 mi/274 km)

Day 5, Tuesday, July 1: Williams Lake to Prince George - We will be meeting the Northern Interior Branch for another outstanding event like we enjoyed in 2005. (150 mi/240 km)

Day 6, Wednesday, July 2: Prince George to Jasper - This is our longest day, but it's scenic and there's a convenient stop for lunch or a mid-day picnic. A heritage hotel is our destination and there will be several dinner options. (233 mi/374 km)

Day 7, Thursday, July 3: Jasper to Lake Louise - We'll tour the fantastic Icefields Parkway with time to stop for scenic vistas, tours and hikes (we hiked several, some as short as 20 minutes, all with awesome views). (146 mi/234 km)

Day 8, Friday, July 4: Lake Louise to Revelstoke - Another scenic day with scenic and historic stops of interest. (141 mi/226 km)

Day 9, Saturday, July 5: Revelstoke to Kamloops - Yet another scenic day, plus a possible tour of an English car restoration shop. We'll stay at the Riverland Motel and enjoy dinner with the Thompson Valley Branch. (133 mi/214 km)

Day 10, Sunday July 6: Kamloops to Chilliwack (157 mi/252 km) Enjoy lunch with the Vancouver Coast Branch, then head for home. We hope you will take with you memories of a great week on BRBC with OECC! (The location of this lunch is yet to be determined and may well be in Mission or Abbotsford. We will have a location soon.)



EIGHT MONTHS AND COUNTING

It sounds like a long time off, but BRBC 2008 will be here before you know it. Now is the time to:

- Put in a request for holiday time.
- Get your car ready. Do the long-ignored maintenance. Repair anything necessary to have your car ready to tour on BRBC 2008!
- Make accommodation reservations.

PLEASE NOTE!

BRBC 2008 is during the prime tourist season and passes through prime tourist destinations, so early reservations will be important as space may be limited.

Reservation information will be available in a few weeks at

www.oecc.ca/brbc2008

For your protection, cancellation policies will be online should your plans change. If you would like email notification when reservations are available, please email the Wagonmasters.

Leonardo (Flavio) Cirillo Obituary

CIRILLO Leonardo (Flavio) born in Scandale, Italy on November 6, 1916 and passed away on October 23, 2007 in Burnaby, BC with his family by his side.

Flavio was predeceased by his loving wife, Margherita, five brothers and one sister. He will be lovingly remembered by his children; Francesco (Maria), Domenico (Settimia), Maria (Joe), Italo, Joe (Maria), Alberto (Adriana), Fernando and Rosalba (Enzo); sixteen grandchildren, three great-grandchildren; sister Emma in Italy, and numerous nieces and nephews.

A Funeral Mass will be celebrated by Fr. David Hughes on Friday, October 26, 2007 at 10:00 am at Holy Spirit Church, 244 Lawrence St., Queensborough, New Westminster with prayers on Thursday evening, October 25, 2007 at 7:00 pm at Holy Spirit. Internment will follow the service Friday at Oceanview Memorial Park, 4000 Imperial St., Burnaby, BC.

The family wishes to express their appreciation to the staff of Canada Way Care Centre for all of their help and support. In lieu of flowers, donations can be made to the Heart and Stroke Foundation of BC, 260-7000 Minoru Blvd., Richmond BC, V6Y 3Z5 (or online at www.heartandstroke.ca/) or the Alzheimer Society of BC, 102-15240 Thrift Ave., White Rock, BC, V4B 2L1 (or online at www.alzheimerbc.org).

COLUMBIA-BOWELL FUNERAL CHAPEL

Published in the Vancouver Sun and/or The Province on 10/25/2007.

Whoops! The Editor Slipped

Steve Hutchens

I'm sure readers enjoyed the humour of Les Foster's article in the last Roundabout. The article described the process Les went through in purchasing sand blasting equipment to rid his Thames pickup of rust. You may have wondered, however, what the title of the article had to do

with the subject of the article. Well, you were justified in your wondering.

When I received the article from Les I read the title as "The Young and the Restless," undoubtedly influenced by the '70s TV series of that name. "Restless" made its way into print.

The title as Les wrote it, however, was a cool play on words. It should have been ...



The Young and the *Rustless*



It is early evening on Nov 4th, the first Sunday in November and like our fellow English drivers of 111 years ago I feel elated and excited that I have completed another Canadian equivalent of the famous London to Brighton Run. Today dawned bright and early and when I arrived at the start three cars were already there and the sky was a bright blue with few clouds. It was going to be a great day!! The members of the OECC who started this great adventure eleven years ago have to be proud of what this run means to people who share our hobby.

Many of us were at the start early so that we could share breakfast or a cup of coffee with other members and non-members. Several members such as Les Foster, Gerry Parkinson, John Rennie and others who do not do the run due to the border problems joined us to share in the camaraderie and to provide their help if needed in various tasks such as registry, etc.

Most of us had not even received our first cup of coffee and it was only 7:45 when a gentleman and his wife entered and in an excited manner announced that he had

come not to go on the run but to join the OECC. They had just obtained their first English car in many years and hoped to have it on the next run. They handed me their completed membership application along with the fee and then proceeded to buy a metal plate to put on their recently acquired 1958 Morris Oxford which they intend to drive next year. Welcome to our newest members, Roger and Christine Dawson.

Twenty six cars left the starting point. One bailed at the border crossing as they felt the wait would be too long (in reality it took us about 30 minutes to get through the border) and all others with one slightly crippled made it to the finishing point at the Silver Reef Casino. Unfortunately Alan Inglis had a slight altercation with another vehicle when he was merging into the lineup for the border. Our sympathies are with Alan. Except for this one unfortunate incident, the day was a good one and on behalf of the club and the drivers, I would like to thank Bill Grant, Steve Hutchens and Allan and Mary Lou Miles for their great contribution in making this day a successful one.

The first Tuesday in October saw many of us at the Fraser Valley Heritage Railway Museum where they are rebuilding an interurban streetcar. Our host for the evening was very informative, and was able to provide us with a lot of information on the particular car being rebuilt and how it was being rebuilt. It is their intention when complete to run this particular car on the old interurban line. Unfortunately it will have to be pulled by some source of motive power, as there will not be any overhead wires to supply electricity to the car's electrical motors. He also was able to show us a video taken of this car within the past three years actually running in California. During this meeting Laurie and Verna Fraser who have several English cars were welcomed to the club.

Don't forget the annual Christmas Party to be held at Sullivan Hall (152nd and 64th in Surrey) on Tuesday, Nov. 27th. There will be no meeting on Tuesday, Dec. 4th, so this will be our last chance of the year to see each other and to wish everybody a happy Christmas. I look forward to seeing as many of you as possible at the party.

I believe Steve Diggins is planning an inaugural December run which will give all of us a chance to clear our heads, and get some fresh air after your large turkey dinner. Watch for an announcement.

1955 Aston Martin DB2/4 MK II

Submitted by Mike Smith from Email

Aston Martin DB2/4 MKII - 1955 TO BE SOLD ON EBAY, shortly

Please inform your clientele if you are not personally interested. NO response to this email is necessary. You will be notified of the URL when the listing is active.

NEEDS EVERYTHING

- Installed engine is a 327 Chevy with a 3 speed manual - not running;
- If the tyres were not flat, we could call it a rolling chassis and body;
- Rear and right side glass (driver's side) broken out (thnx to neighbor's idiot son);
- Front bumper missing - grill is intact;
- No radiator - No interior - Gauges are intact;
- Lots of rust - Door frame bottoms are gone;
- The finish is dirty, bare aluminum, with some old paint remnants and body putty remnants on it;

There is very little that is good about this car except that it's historical marque and unique construction make it well worth the effort for one with the right hands and the proper skills - It can live again!

I bought the car in 1970, as a project car but, never had the time that it needed or the proper place to do it. It was a basket case when I bought it.

One of the former owners tried to convert it to a race car but gave up on that project. It changed hands a few times, and it sat in a back yard, open to the elements, until I bought it, to have it sit in MY backyard, open to the elements and the depravity of my next door neighbor's kids.

Located in New York City, USA . . .

Winning Bid Oct 28, 2007:
US \$13,389.00



*[Editor's Note:
The person who bought this got a project demanding extraordinary skill and/or really deep pockets. Perhaps it will surface in a few years at Pebble Beach or one of the Barret-Jackson auctions as a real beauty!]*



Autojumble

English Cars and Parts For Sale & Wanted
More Autojumble ads are available at
www.oecc.ca/Society/classads.htm

English Cars For Sale

1970 Triumph Stag. Manual transmission with overdrive (rare in North America). Original V8 in pieces. Transmission and drivetrain out of car. Soft top and hard top. RHD, great 2+2 body in dark blue. Stored dry. Manuals. \$4,500. Offers considered. Jurgen, jpeterat@hotmail.com or 604-737-8065.



1971 Triumph Stag. V8, automatic, yellow. Soft and hard tops. Looks and runs good. Offers. Ivan, 604-270-1096.

1978 MGB. Dual SUs. Electronic ignition. Runs great. Some rust. \$3,000. Bob, 250-537-8352.

1987 Jaguar XJ6. Mechanically very good. Body and paint very good. Interior fair. High mileage. \$5,500 OBO. Brian, 604-599-0733 or b-iris-lees@shaw.ca.

English Car For Wanted

1957 Austin A-55 Cambridge (or similar vintage of the same body style). Drivable restoration project preferred with minimal rust. Bill & Edith Taylor, Mayerthorpe, Alberta. Phone: 780-786-4911 (let the phone ring for answering machine); Fax: 780-786-0197.

Parts & Tools For Sale

Tools for sale. Early 1950s and some prewar tools for Jaguar and other early English cars, including wrenches by Shelley, Snail, and Super Slim plus through-the-floor jacks and miscellaneous items. Steve Diggins, 604-294-6031.

Body parts: 4-door Austin/Morris 1100/1300. All in very good condition. Both left doors. Both bumpers. Hood and trunk (bonnet and boot). Grill & some moulding bits. \$125 for all. Bill Grant, 604-936-6454 or bshed@telus.net.

Engine Bearings, Rods and Mains. All sizes from standard to 002, 010, 020, 030, and 040 for the following:

- Morris Minor, side valve, 39-52
 - Morris Minor/A30, ohv, 52 to 56
 - Morris Oxford MO, 1250, 48 to 54
 - Morris/Austin/MG/Wolseley, 39 to 52
 - Ford Consul MK2
 - Ford Zephyr MK1 and MK2
 - Ford Anglia 105E
 - Vauxhall Velox/Cresta E Model, 52 on
 - Vauxhall Victor, 57 on
 - Hillman Imp, mains only, all sizes
 - Hillman Minx, ohv, 1955 on
 - Sunbeam Alpine/Rapier 1725
- CDN\$30/box to car club members. Bill Grant, 604-936-6454 or bshed@telus.net.

Head gaskets and gasket sets. For some of the cars listed in the previous ad, including a complete engine gasket set for early Jaguar V12. Contact me for more information. Bill Grant, 604-936-6454 or bshed@telus.net.



This vehicle is being sold for parts only and is not operational or street legal. Therefore, upon purchase, it will need to be either towed or put on a trailer. eBay encourages its members to learn about their state laws governing vehicle sales prior to the sale or purchase of a vehicle.



Aston Martin Continued

- BIDDING HISTORY:**
- US \$13,389.00
 - US \$13,289.00
 - US \$10,750.00
 - US \$6,120.00
 - US \$5,680.00
 - US \$5,260.00
 - US \$4,700.00
 - US \$4,500.00
 - US \$3,887.00
 - US \$3,697.61
 - US \$3,497.61
 - US \$3,357.67
 - US \$3,100.00
 - US \$3,000.00
 - US \$2,556.71
 - US \$2,500.00
 - US \$2,367.71
 - US \$2,000.00
 - US \$1,700.00
 - US \$1,555.00
 - US \$1,333.00
 - US \$1,230.61
 - US \$898.67
 - US \$755.67
 - US \$520.00
 - US \$510.00
 - US \$500.00
 - US \$300.00

