



# The Jaguar's

# Purr



THE JAGUAR'S PURR  
Published by:

DELAWARE VALLEY JAGUAR CLUB  
Editor: Bonnie Hall  
1618 Meetinghouse Rd.  
Boothwyn, PA 19061

KURT RAPPOLD  
116 GOVERNOR MARKHAM DRIVE  
GLEN MILLS, PA. 19342



JULY 1990



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accessory  
brochure

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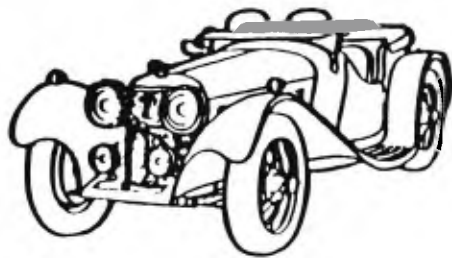
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## PRESIDENT'S MESSAGE

My sincere and hearty thanks to all those who gave so freely of themselves in the last two car shows held in June. The Concours and Renaissance Shows could and should have had more participants, but as usual those that showed up, with or without their cars had a great time. They would just not have been possible without you.

All eyes are now turned to July 29th. The date of our annual DVJC Picnic. As in years past this is a day to be remembered for the great food Jaguar jargon and comederie which is flowing in overabundance. Those that don't make it to this event are missing a great day. Thanks to the Johnston's we are returning to this triple A-1 facility with all the accoutrements for a simply fantastic day for the entire family. Members and guests are urged to attend and stay late. Not enough can be said about this great day for DVJC and all those members caring to share the good times.

August is the time to preen your cats. Also to bask in the sun and savor your past glories while relishing all the future conquests you are planning to put your cat through.

It is also time to give some thought to your new slate of officers; particular interest should be given to your choice as to who is going to lead your club over the next two years. There's lots of material to choose from.

There will be a most important Board of Directors Meeting held on 7/29/90. All members are urged to attend.

Sincerely,

JACK E. SANFT

## CLASSIFIED

### HAVE CAR TRAILER - WILL TRAVEL

Kitty Hauler for hire. After hours, can have running or not. T.L.C. Remember automatics must not be towed. Call Kurt Rappold at 215-358-4055 for appointment. Also large collection of XK parts bought & sold.

Jaguar wanted - XK-120 roadster - any condition for restoration. Call Dave Zuhlke at 609-654-0649.

Miscellaneous Jaguar XK-150 roadster parts for sale - metal parts as well as a complete blue carpet and trunk set. Call Dave Zuhlke at 609-654-0649.

WANTED: Original steering wheel in excellent condition for 1974 E-Type Roadster. Call Bob Haynes Office 717-564-1515 or Home 717-534-1682

WANTED - XK120 - Radiator, roadster convertible top frame, Frony & Rear Bumpers, XKE 4.2 Cyl. Head and a Title for SI 4.2 XKE Coupe.

FOR SALE - Parting Out MK 7, XKE 3.8 Coupe Seats \$250.00

Above Items Call Martin (301) 255-3429

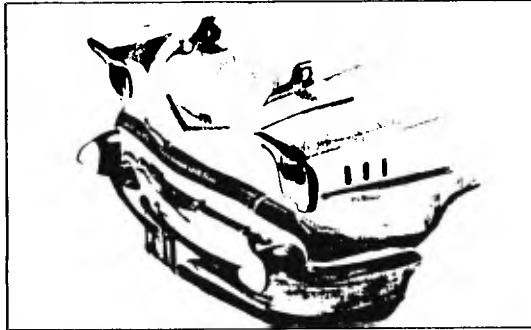
### FOR SALE

'63 MK II Jaguar Complete for parts!

MK 10 Complete for parts!

Needed Trans DS 250 for MK 9  
All the above contact Jack Sanft at  
449-9616 or 472-2001

# 3rd ANNUAL PHILADELPHIA CLASSIC CAR AUCTION



Philadelphia Civic Center

Saturday & Sunday, August 18th & 19th

*Auction, Collector Car Corral, Flea Market, Vendor Space*

260,000 square feet of space

All Indoor & Air Conditioned

Will Be Sold Out!

*Consign Early for Best Position!*

| FEE SCHEDULE  |                         |                  |                            |
|---|-------------------------|------------------|----------------------------|
| Entrance Fee  |                         |                  |                            |
| Reserve Cars  | \$250.00                |                  |                            |
| No Reserve Cars   | \$100.00                |                  |                            |
| Car Corral  | \$200.00 (10 x 20 feet) |                  |                            |
| Vendor Flea Market  | \$200.00 (10 x 20 feet) |                  |                            |
| COMMISSION SCHEDULE   |                         |                  |                            |
| Commission Fee  | \$ to \$4,999           | \$5,000-\$19,000 | \$20,000 +                 |
| No Reserve  | 6%                      | 5%               | Maximum \$3,000.00 Per Car |
| Reserve   | 9%                      | 8%               |                            |
| *Substantial discounts for early entries and multiple cars. |                         |                  |                            |

For Information call: (215) 533-1957

between 9:30 - 4:30 M-F

## THE VICE-PREZ SEZ

Recently our editor received an interesting letter from Franklin Weikel. You may ask "Who is this Franklin Weikel?" as I did. In fact, he is the Founding Father of the DVJC. Originally the club was named "Philadelphia Division of JCNA." This name was too restrictive in area and was changed to DVJC to include the entire Delaware Valley.

Franklin states that the club was started in 1965 (he did not recall the exact date) with an organizational meeting at the Holiday Inn in Mt. Laurel, N. J. At the time of the founding, he lived in Mt. Laurel Township, N. J. and owned a 1960 XK-150 drophead. He served as the club's first Director then held several other positions in the club including Newsletter Editor and Concors Chairman until he departed the area in 1971.

Interestingly, Franklin said that he received a good deal of resistance from the Jaguar factory in the establishment of the club. He said the factory was suspicious and did not view the club as a publicity tool.

Franklin also informed us of a collection of information that he possesses which includes photos of the members and cars of the early years of DVJC which he is willing to share with us. Franklin states that his objective is to "create an album with text and photos to present to the club on the occasion of its 25th anniversary."

Franklin's letter stated that he would very much like to continue receiving our monthly newsletter so that he can keep in touch with the club. He also brought up an interesting thought about our commemorating the club's 25th year in some special way.

Your V. P.,

Ron Klein



ELWYN  
Elwyn, PA 19063  
(215) 891-2000

Marvin Kivitz, Ph.D.  
President

June 6, 1990

Mr. Jack Sanft  
1742 Greenvalley Road  
Havertown, PA 19083

Dear Mr. Sanft:

I want to personally thank you for the use of your British flags in our recent Olympics. We were fortunate to have as our guest a former British Olympian.

The British flags made a very colorful and appropriate touch to our Olympic celebration. We appreciate your help in making this event for the students a success.

Thank you.

Sincerely,

Thomas M. Brazell,  
Associate Director of  
Academic Affairs

TMB:DBJ

Reaching out to meet human needs with programs for the handicapped in California, Delaware, New Jersey and Pennsylvania.

## NEWS



JAGUAR CARS INC.  
555 MACARTHUR BOULEVARD  
MAHWAH, NEW JERSEY 07430-232  
TELEPHONE: (201) 818-8500  
FAX: (201) 818-9770

Contact: Ian Norris (201) 818-8151

PHOTO CAPTION:

### ROYAL OPENING FOR NEW U.S. JAGUAR HEADQUARTERS

Mahwah, NJ, June 5, 1990 -- Graham W. Whitehead (right), President of Jaguar Cars Inc., leads the applause after Their Royal Highnesses the Duke and Duchess of York unveiled a plaque commemorating their visit to the British luxury car maker's new U.S. headquarters in Mahwah, New Jersey.

Prince Andrew and the Duchess were present on Tuesday, June 5th, for celebrations marking the official opening of the company's new 25 million dollar facility. Built on a 20 acre site in northern New Jersey, the Mahwah complex houses a parts support facility and distribution center, a service technical center and administrative offices. Included in the technical center is a new training facility which is the final stage in a two-year program which has doubled Jaguar's technical training capability in the United States.

The royal couple toured the facility before lunching with Jaguar executives from Britain and the U.S., together with representatives of Jaguar's Dealer Council. Later the Duke and Duchess met employees of Jaguar Cars Inc. together with members of their families at an informal tea party.

TREASURERS REPORT

DELAWARE VALLEY JAGUAR CLUB (DVJC)

MONTH JUNE 1990

|                                  |   |                    |
|----------------------------------|---|--------------------|
| Opening Balance                  | AS OF 5/31/90   | <u>\$ 3,241.91</u> |
| Credits (Deposits)               |   | <u>+ 1,265.00</u>  |
| Disbursements                    |   | <u>- 300.00</u>    |
|                                  | <u>RENTAL OF RADNOR HUNT CLUB FOR CONCOURS - \$300.00</u> |                    |
|                                  |   |                    |
|                                  |   |                    |
|                                  |   |                    |
| Balance on hand (ending balance) | AS OF 6/18/90   | <u>\$ 4,206.91</u> |

Report given (date) 6/18/90

Report given by MARY ELLEN JOHNSON

COMMENTS EVENTS FOR JUNE -  
6/3 - CONCOURS  
6/10 - BRITISH + EUROPE CAR SHOW  
EXPENSES OR FINAL REPORTS  
FOR BOTH EVENTS - STILL  
OUTSTANDING.



Ed & Jane Washington  
 Willow Grove, Pa.  
 1960 Mark IX

John Jennings  
 Tenafly, N.J.  
 1956 XK140 Rdstr.

Robert Braden  
 Penn Valley, Pa.  
 1975 XJ6C  
 1985 XJ6

Jeff Rose & Robin Tekely  
 Paoli, Pa.  
 1969 XKE coupe

Francis & Julia Gould  
 Vineland, N.J.  
 1970 E-Type Rdstr.

Linda Fuller  
 Rosemont, Pa.  
 1955 140 OTS

Hope to see you at future events.







# 1990 IMMACULATA COLLEGE

## 6th Annual Fall Festival Car & Craft Show

proceeds to benefit Immaculata College

**Date:** Saturday September 22, 1990 (rain or shine) **Place:** Immaculata College Campus **Time:** 10am to 4pm

### Car Show

- Registration - \$5/car in advance (\$7/car after 9/17/90)
- Free dashboard plaques to all entries
- Awards for each class

All show judges will be show participants only  
• Judging starts - 12:30 pm sharp

### Craft Show

- \$15/space 20' W. X 17'
- \$20/space after 9/17/90 (first come first serve)

**FREE coffee & doughnuts**  
during set-up only (8 am until 11 am)

**Brand New!**  
**1990 Pontiac**  
**Drawing**



3:30 pm drawing for brand new 1990 Pontiac Grand Am Sport

### Car Show Classes

- |  |                         |  |
|--|-------------------------|--|
| 1. AACA - Jr. & Sr.<br>"National emblem must be displayed" | 8. Mustangs 1964 - 1986 | 18. 1958 - 1960                              |
| 2. Model "A's"   | 9. Mustangs 1967 - 1973 | 17. 1961 - 1964                              |
| 3. Model "T's"   | 10. 1900 - 1929         | 18. 1965 - 1975                              |
| 4. Foreign cars thru 1974                                  | 11. 1930 - 1934         | 19. New original class                       |
| 5. Camaros - 1967-1974                                     | 12. 1935 - 1940         | 1900-1974 Automobiles • original cars only • |
| 6. Corvettes - 1953 - 1980                                 | 13. 1941 - 1948         | maximum 10% repaint work allowance           |
| 7. Commercial thru 1974                                    | 14. 1949 - 1953         | • no chromeing • no reupholstering, etc.     |
|  | 15. 1954 - 1957         |  |

Immaculata staff will determine need for class expansions/deletions depending on preregistration and registration on show day

• FREE Admission • \$2.00 parking donation • GOOD FOOD available • Basket of cheer drawing

Entertainment: • Big Band in the Valley • Amerikids • Face painting • Hay rides • Magicians

**For Information Call: (215) 647-4980**

## Registration Form

please mail form(s) and check(s) to: Immaculata College AFRC - car show Immaculata, PA 19345

### CAR SHOW REGISTRATION

Please reserve \_\_\_\_\_ car spaces  
@ \$5/car\*

make \_\_\_\_\_ model \_\_\_\_\_ year \_\_\_\_\_

class \_\_\_\_\_

your name \_\_\_\_\_

address \_\_\_\_\_

phone \_\_\_\_\_

\* preregistration car club discount 20% OFF - 8 cars or more

check box if you desire 1990 Pontiac drawing information

### CRAFT SHOW REGISTRATION

Please reserve \_\_\_\_\_ craft spaces  
@ \$15/space (20' X 17')

type of craft \_\_\_\_\_

your name \_\_\_\_\_

address \_\_\_\_\_

phone \_\_\_\_\_

check box if you desire 1990 Pontiac drawing information

problems in the Salt River Canyon but something like 16 vehicles didn't make it at all that day--out of the 117 approximately 90 cars that were left in the field of the 117 that started. (I might mention here that there were two "sweep" vehicles that followed the last car each day and picked up any cars that failed during the day's rally. We were quite proud of the fact that we had passed every checkpoint within the allotted 2 hour time and never had to be towed in. The closest was the day coming into Little Rock when we were only about ten minutes ahead of the "sweep" vehicle.)

From Phoenix we drove through Yuma into San Diego. This was absolutely the hottest day I have ever experienced anywhere. The temperature between Yuma and Holtville California hovered between 120 and 125. Because we were at sea level--about 100 miles south of Death Valley and 10 or 15 miles from Mexico--and were driving at a fairly constant speed, we did not experience any overheating problems with the car. We did have a blowout which we managed to change in six minutes--down from the ten minutes that it took us in Little Rock.

The last two hours into San Diego the temperature dropped from 125 to 65. It was the only day that I can ever remember where I suffered near heat stroke and exhaustion in the first part of the day and nearly froze to death later in the day. The variation in temperature as we descended the mountains into San Diego is difficult to imagine.

CONTINUED NEXT MONTH !!!

Mr. Jack Sanft  
December 13, 1989  
Page 4

DAVID L. MILLING

Sunday was supposedly a day off. There was a mandatory car exhibit on Sunday, but really it was a day to do laundry and regroup. We changed to 50W Castrol, as we had been adding STP--a can a day--since Charlotte. No matter what we did the oil pressure would settle in at 20-21 psi and stayed there. We actually burned very little oil, less than half a quart a day.

Monday we left Dallas and headed for Amarillo, Texas via Lawton, Oklahoma. We were getting into the desert by now and the temperature was going up but the humidity was going down. It was still not ideal driving weather particularly in an open car.

Tuesday we left Amarillo for Santa Fe via Tucumcari, New Mexico. We started to have some slight overheating problems between Albuquerque and Santa Fe. I didn't realize that the high desert is really that high, but it is. Santa Fe is 6800 feet above sea level, about the same as Aspen, Colorado. We spent the fourth of July in Santa Fe, but we were too tired to notice. The 12 to 14 hour days driving, now in the hot sun, were pretty gruelling.

We left Santa Fe July 5th and arrived in Phoenix about 8:00 that night. It was comforting to note that the temperature had dropped to 111 F. We had experienced slight overheating

CALENDAR OF EVENTS



- JULY 29th. - BOARD OF DIRECTORS MEETING
- JULY 29th. - DVJC ANNUAL PICNIC  
(see flyer for details)
- AUGUST - NEW HOPE AUTO SHOW  
(see steve kress for info)
- AUGUST 18th & 19th - CLASSIC CAR AUCTION  
CIVIC CENTER
- SEPTEMBER 22 - IMMACULATA COLLEGE CAR & CRAFT  
SHOW  
(see enclosed flyer for details)
- OCTOBER 21st. - ANNUAL JAGUAR AUCTION  
LUKENS INN, LANSDOWNE Pa.
- NOVEMBER 18th. - DINNER MEETING  
ELECTION OF OFFICERS
- DECEMBER 15th. - CHRISTMAS PARTY  
TOWNE HOUSE MEDIA, Pa.

Don't forget the picnic!

Jaguar



# Letters to Editor

ROBERT M. BRASLER  
President

May 18, 1990

Mr. Jack Sanft  
1742 Greenvalley Road  
Havertown, PA 19083

Dear Jack:

Little did my wife Sibby and I expect to be using our new Jaguar Club membership, as we recently did, nor did we expect that it would involve my 1986 XJ6 as opposed to her 1974 XKE. Nevertheless, it was a great comfort and help that you and Steve Cress offered recently on a Sunday afternoon trip back to Philadelphia on I-81 from Ithaca, New York. Along the way, we realized when the battery trouble light came on and the alternator showed discharge that we were in trouble, and it was only a matter of time before the systems would give out. The last place where we wanted to get stuck was on the highway or overnight in Binghamton or Scranton waiting for the Jaguar dealer to open the next morning.

Luckily, we stopped at a service station. Of all the myriad things that could have caused the problem, I found that it was simply a broken belt. There were no mechanics on duty and I really didn't know how long we could exist on the road trying to reach Philadelphia. It was then that I remembered that we had the latest Jaguar's PURR with your number in it. You were helpful and you also suggested talking to Steve Cress the "mechanical genius". Both of you assured me that with a decent charge and if we could keep the major electrical items like headlights, windshield wipers, air conditioner, etc., off - we should be able to make the two to three hour trip without failure.

Feeling much relieved, our gas station attendant charged the battery for an hour. We were off - barreling down I-81 and the Pennsylvania Turnpike Northeast Extension - trying to avoid rain showers and nightfall. I even left the radar detector off which was probably the greatest hazard of all.

We made it home just before dark - and I just wanted you and Steve to know how much we appreciate your help. Thanks again.

Sincerely,

RMB:lc

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## BIRTHDAY'S

Joe Feserico 9th.

Betty Kress 16th.

Donna Grice 17th.

Atea McArel 19th.

Dick Messencor 25th.

HAPPY ANNIVERSARY



Gene & Maria Smith 10th.

**IF YOUR NAME IS MISSING FROM  
THIS LIST PLEASE LET US KNOW  
WE WILL BE HAPPY TO ADD YOU  
TO THE LIST.**

### For Sale

For Sale : 10 Alloywheel"s Series III XJ6 or  
Early XJ6 Very Good Condtion Make Offer!

Also Wanted : Front Seats XJS Red Must be in good  
condition ! Contact Steve Kress at

215-638-1938 Nite  
215-335-4060 Day

For Sale : 1985 XJ6 in Excellent Condition  
Runs like new. 60,000 miles.  
Asking \$17,000. Contact: Ken Herly  
215-698-2200 Day  
609-829-8942 Nite

and have been over several times to help with major work. The next photographs were of the engine during it's rebuild - on the lounge carpet!!! Pictures from every angle, with 'before' and 'after' and removed and replaced parts. My visit 2 summers later was to put the engine and gearbox back in the car. An interesting job. We had taken it out by lowering the engine/gearbox onto the floor and then hoisting the car up and sliding the whole lot out. We went back in the proper way, using a hydraulic hoist and yacht ropes to hold the unit. Some sailor's knots allowed us to manoeuvre it to the right angle and after much jiggling and swearing it suddenly popped into place (they always do, don't they?). Considerable more swearing and drinking of Foster's accompanied the dreadful task of replacing the cross beam that fits behind the engine and takes the torsion bar rear ends. Those of you with XKEs will sympathise. By the time it was done our hands were black and blue (and in some places blood red) but we were happy - partly due to the Foster's.

I returned to the USA a bruised but happy man. We had made progress and the car was finally beginning to resemble a car again.

The next set of pictures showed the rear subframe (on the lounge floor again) looking very clean and smart with all new copper brake lines and shiny calipers with the frame itself gleaming black. Another visit from me got it back on the car. During the same visit the front suspension came off and was dismantled, cleaned and painted. I left it on the bench since I had run out of vacation. Gary refitted it all later and very carefully followed the instructions in Haynes regarding the torsion bars. The result was that the front ended up about 1 inch from the garage floor. Gary cranked it up considerably further.

Lots of the smaller items had now been refitted. The heater fan worked, and the electric cooling fan. The bellows brake booster was back in and the clutch and brake lines all working, even the handbrake worked. It was time to concentrate on the bits required to start the engine. Last Christmas I went home with a box of goodies I had bought here and we spent some happy hours fitting the water hoses, plug leads etc. By the time I left there was not a lot left to do. Gary had rebuilt the starter motor and refitted it but it would not operate on the car (it spun well off the car). He removed and refitted it several times before realising what the problem was (I'm surprised he confessed it to me later). When rebuilding the motor he had painted it - all over. Thus, when it was fitted to the car the layer of paint on the mating surface prevented a satisfactory earth connection - whoops! He scraped the paint off and away she went.

Last thing was the exhaust. Martin Robey supplied this at the beginning of April when my Visa card was feeling well enough and within two weeks I received the aforementioned message on my answering machine.

I can't wait until my next visit. 'Our baby' has said her first word.

Of course, the notion of selling the car vanished ages ago as we realised just how much of ourselves was going into it.

## RAGTOPS AND ROADSTERS

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Engine and component rebuilding  
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Reasonable Rates

## New Hope Automobile Show '90



The 34th "Quality" Auto Show

### New Hope Automobile Show

P.O. BOX 62, NEW HOPE, PA 18938  
(215) 862-5665



O U R B A B Y  
By Trevor Mees

I arrived home after the taking a long weekend in Richmond, Va for Easter to find a message on my answering machine. I flicked the switch to listen. Here's what I heard....

".... Hello Trevor, ... It's Gary (my brother in England) .... I'm at home .... Listen to this ... (sound of a car starting and engine running) .... It's our baby ..... She's running ..... Isn't she lovely ... (throttle blips) ... (delighted chuckling).

The engine I was listening to was that of my (our) 1964 'E' Type fhc. It hasn't run for about 11 years. I bought the car in 1984 to restore with Gary and the then owner told us that it hadn't run since he had driven it into his garage (also to restore) 6 years previously. You can imagine how I felt.

(Camera pans in onto my face, bearing a faraway, longago look, face ripples and fades into .....

Way back in the mists of the last decade (1983 actually), in a land across the sea, my brother Gary and I were bitten by the 'let's build a car' bug. To this day I don't know what brought it on. We've been interested in cars all our lives, more by necessity than design. Our cars were all old and required constant attention to keep them running (they were also British), so I suppose it was a natural thing that one day we would want to build one.

The following months were spent investigating and visiting shows, collecting brochures and seeing what was going. During one such show we watched a display by Colchester Technical College, who were restoring an MGB. It was then we changed our mind to restoring. In retrospect it was the best thing we did but read on.....

What car would we restore? My experience was all in rather ordinary cars and we had decided that we should do something special. We had dismissed the more exotic makes as being either too expensive or too complicated. Gary had, however, recently bought an XJ6 for his family car and suggested we do a Jag since he was rapidly getting to know the marque. Of course, there was only one possible model - the 'E' Type. Experience had already taught us that appearances were deceptive so we decided to look for a basket case and planned the strategy - I would buy the car and pay for the parts, Gary would keep it in his garage and do most of the work. When it was finished we would sell it, I would take back my original investment and we would split the profit. We set a maximum for the initial purchase at £2000 (about \$4000 in '83). We expected it would take a couple of years to complete. It seemed like a good idea at the time.

The first car we looked at had been sold by the time we reached it. It was a Series 2 fixed head and was actually driveable. We did talk at length with the seller, however, and received some interesting pointers regarding the car. Another browse through the pages of 'Exchange and Mart' found a 1964 fhc (Series 1) that had been partially disassembled by its owner who had fallen ill and decided not to continue. The car had been in his garage untouched for about 6 years. It seemed just right.

I went round to look and found it to be be a rotbox - both the floors and the spare wheel well were rotted away, the doors were rotting along the bottom and the rear wheel arches required major surgery. The bonnet seemed to be sound and the car was complete - if some of it was in boxes. We could not start the engine since some parts had been removed but turned it with a crankhandle (the radiator was already out of the car). The car pushed forward and back in gear so we concluded nothing was siezed.

A few days later Gary and I went back and examined it more thoroughly. £1750 changed hands and it was ours. As we drove away to arrange a flatbed we looked at each other and said, almost simultaneously 'What have we done!!!'. There were, however, big smiles on our faces. During the next few months those smiles dimmed a little as we found more problems - but not much.

We went back with a truck and were manhandling the car out into the road to load it when a passer-by was heard to exclaim "Jesus, it's an E-Type!". I could understand his feelings. The car was faded red with the bonnet and one door painted matt black. It's condition was obvious - awful. Undeterred, we took it to Gary's house and unloaded it, snapping happily away with our cameras, and pushed it into his garage.

For the next 18 months we took it apart. As each part came off it was cleaned and examined to see if we could keep it. If so it was painted or polished and put away, either to be refitted later or rebuilt first. If not it was still kept so that we could see what we had to replace. We scrapped the entire interior except the seat frames. By the time I left to come to the USA everything was off except the rear subframe and its contents and the front suspension and steering (we needed it to be moveable). We started to strip the paint and discovered this to have been a car of many colours. We found, under the red, blue, yellow and white before reaching the original coat of grey. A previous owner had told us that the car had been used in a TV ad for Cadbury's Milk Tray chocolates and had been painted white for the occasion. The white layer was indeed thin and had no undercoat so we think this is probably true.

During the paint strip we also discovered evidence of collision damage and eventually realized that the body would cost much more than originally thought to bring up to scratch. The biggest financial slap was realizing that the bonnet would have to be replaced in its entirety. It's apparent soundness in the beginning gave way to much hidden rust and damage. The car and I left my brother's house at the same time, me to come here and it to go to the body shop.

Whilst it was away Gary moved house and had to pack up all the bits we'd taken off. Apparently the contents of his garage required a separate moving truck all to itself. A month or so later I received a package of photographs showing a gleaming British Racing Green E Type, albeit with no glass or interior, or engine, or..... anything, but no rust.

Since then I have received several more packages of photographs