

Members Cars: Lachlan Peter (E-Type Series 3)

Webers x Twelve

In Britain I also purchased a performance pack for the car consisting of twelve 40-IDF downdraft Webers, and when I arrived back in Australia, I removed the Stromberg's and installed the performance kit.

Regularly travelling the Broken Hill road I could easily red-line the engine in top gear, which showed as 170 mph on the clock. This however dropped the fuel consumption from around 23 mpg to around 4 mpg. Successive tune-ups by supposedly great mechanics meant this performance declined gradually over the years.

After running the engine without air-filters for many years (insufficient room under the bonnet with the Webers) I had the engine rebuilt completely and replaced the Webers with the original Stromberg's to get classic car registration.

My first attendance at a club E-type run created a stir when firstly a fuel leak resulted in flames coming from my bonnet and secondly, due to the power of the twelve Webers, by just touching the accelerator I laid an unintentional 'rap' on [Chris Waldock's](#) front lawn.



Restoration and Hibernation

After taking many years for the engine and body restoration I picked up my now fully restored E-type in early 2008 just weeks before I left for overseas for the next 11 years, and as I returned to Australia only in summer, that left no opportunity to drive an open top car in the heat of January.

I am now back in Australia permanently and am relishing the opportunity to

quietly drive around the hills in my roadster at a modest 40 to 50 mph instead of a hair raising 170mph that I did in my 20's. In February I will have owned my E-type for 40 years.

Lachlan & Lesley Peter

Editor- Thank you for the very interesting story and history of this lovely preserved Jaguar. (Lachlan recently received a certificate in recognition of 20 years Continuous Membership of the JDCSA).



Members Cars: Paul & Julia Harrland (E-Type Series 2)

Fatal Attraction

In 1997 I had a work transfer from Adelaide to Brisbane and on arrival I decided to make the most of the balmy weather and buy a Porsche 911SC convertible.

While searching in vain for a good Porsche I noticed an advert for an E Type in Unique cars magazine. I had never been interested in Jaguars but had a look anyway, and during the test drive found it was more pleasant to drive than a Porsche, definitely smoother and quieter, and performance was similar.

So, I was hooked! The E Type is still with me now back in Adelaide and I have never regretted buying it.

Paul Harrland

Editor - Thank you Paul very much for the words and photographs. Another lovely club Jaguar.

