

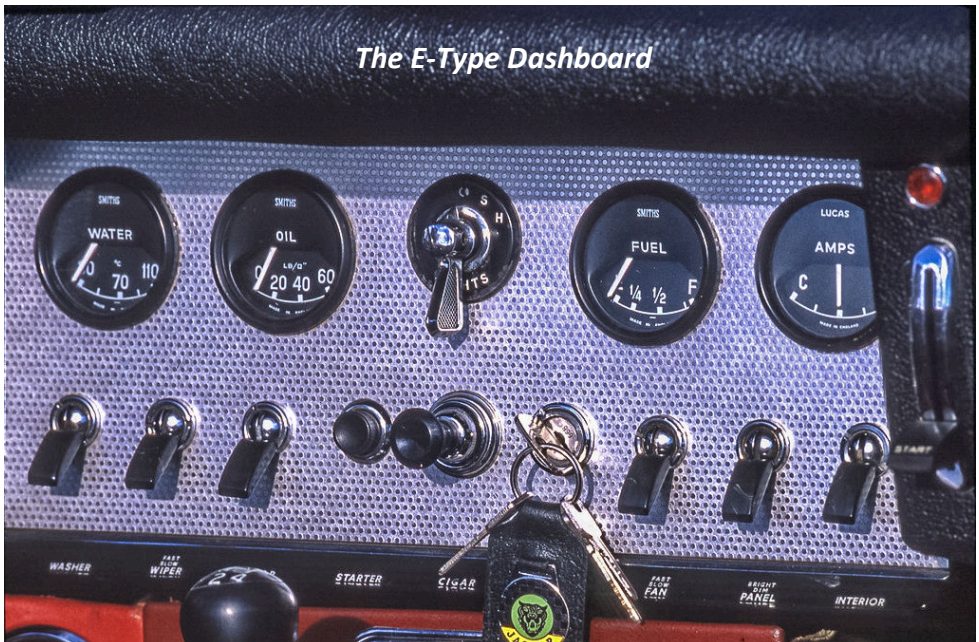
## *More Ramblings & Rumbings from the Workbench.*

*By Grumpy Geoffrey O'Connell.*

This season (October 2018 to end of April 2019) our 1972 Series 3, 5.3 litre, 12 cylinder, Coupe 2+2 E-Type Jaguar has managed by the 'Grace of Whatever' to perform not one but two longish distance JDC (Bay of Plenty) Club Rallies without having to call-up the services of the AA. That is we managed to return home from these outings in one motoring piece and not on the bed of a truck!

The first outing was the November 2018 Orewa/Whangarei North Run and the second, about the result of which this 'mumbling' is on about, was the February 2019 Napier Art Deco Rally. The last two nights of that event were spent at the 'Tuki Tuki Motel', Waipukurau, the latter township being about an hour or 68km south of Napier. In company with John and Annie Devine we departed a day early for the some 4½ hour/353km journey home to Tauranga via Hastings and Napier. At Napier we stopped-off for a morning coffee at a Napier harbour-side café. Following our 'leader', who set a quite rapid pace, the journey proceeded smoothly and swiftly.

During that drive our E-Type manifested a number of questionable faults – as it would – but we did reach our home without breaking down. Prior to listing the possible imperfections I should point out that these are not only related to the 'beast' being an E-Type but would affect all Jaguars with similar 'running-gear'.



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The five questionable matters were: the Oil Pressure Gauge; the Stromberg Carburettors; the Engine Coolant Water Temperature; the inability of the Engine to start -up quickly; and the operation of the Automatic Gearbox.

**The Dashboard Oil Pressure Gauge.** For no apparent reason this gauge commenced to take up to two minutes to register the engine oil pressure. I was not duly perturbed as the also dashboard mounted oil indicator light recorded pressure by *'going-out'* as soon as the engine started. The fault turned out to be a very slight blockage in the engine sender unit (bolted to the cylinder head) from which it is piped to the dashboard mounted oil pressure gauge.

**The Stromberg Carburetors (175CD).** On inspection the left-hand (facing the rear end of the *'beast'*) pair of exhaust fan tails displayed black soot. To my mind this indicated that the passenger-side Stromberg's were running rich.

Would that they were. On detailed inspection it became apparent that two of the four carburetor diaphragms were cracked and all four units required rebuilding with new repair kits.

**The Engine Coolant Water Temperature.** During the trip to ensure the engine coolant water temperature stayed within reasonable limits it was necessary to keep the radiator cooling fans switched on almost all the time the engine was running.

This was not a very satisfactory state of affairs. At first thought I suspected the radiator of silting-up but further stirring of the *'little grey cells'* (*Hercule Poirot*) reminded me that at the outset of 2018 I had had fitted a replacement aluminium radiator unit.

Accordingly the fault was extremely unlikely to lie in that direction. Whatever, once the Carburettors had been sorted out – hey presto the Coolant Water temperature remained in an acceptable *'comfort zone'*.

**The Inability of the Engine to 'fire-into life' rapidly.** This bothered me for the whole trip but in this respect, once again, once the Carburettors had been sorted-out so was the difficulty in starting the engine unit.

**The Operation of the Automatic Gearbox.** Homeward bound, the Borg Warner Automatic Gearbox (Model 12) commenced, on steep inclines, to change gear from 3<sup>rd</sup> to 2<sup>nd</sup> and back again.

That was rather disconcerting. Close inspection revealed that the operating bands were correctly adjusted so the problem almost certainly lies with the *'Kickdown Solenoid'*, sometimes confusingly referred to as the *'Connector'*, and that by the same supplier!

We shall soon ascertain if this prognosis is correct. If not, trust me, I will so advise those who can be asinine enough to read this tract.

*Geoffrey*