



**Monthly Meeting**

Join us the second Monday of every month for a lively conversation about past events, upcoming events and rides. We meet at:

**Market Street Pizza  
871 n. Market Street,  
Redding at 7:00pm.**

Come early for dinner or a drink!

**Club Officers**

President: Sue Kerr  
[suekerr96003@yahoo.com](mailto:suekerr96003@yahoo.com)

Vice President: Evert Dale  
[evertdale@sbcglobal.net](mailto:evertdale@sbcglobal.net)

Treasurer: Charley Fitch  
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[www.reddingbritishcarclub.com](http://www.reddingbritishcarclub.com)



**Happy 4th of July!**

Our last club meeting was held on June 13th at Market Street Pizza. The meeting was called to order at 7:02pm with 7 members present.

We were introduced to Bob Harris who purchased the TR-6 and his son, Mike Harris who owns 3 MGBs and a newer model Mini Cooper. Welcome!

Charley Fitch presided over the meeting as neither Sue Kerr nor Evert Dale were able to attend this month. Charley also gave the Treasurer's report advising that we have a bank balance of \$6255 with a total of 37 fully paid members.

*New Business/up-coming Rides:*

June 27 - July 1 - Gathering of the Faithful, West - Redmond, Oregon. Here is a link to their web site: <http://www.gofwest.org/>

This is an annual gathering of MGs.

## Charlie and Tammy Daubs' Jaguar XKE...



We were fortunate enough to acquire our XKE from my father in August of 2012, but the story of our Jaguar actually started many years before...

My father, Charles Edwin Daubs, is a retired USAF Colonel. We were living in Nebraska when he accepted an assignment as the Air Attache to the American Embassy in Kuala Lumpur, Malaysia. We moved to Carmel, CA in January 1974 so that he and my mother could attend the Defense Language Institute at the Presidio of Monterey and learn to speak Malay.

At the time, my father had a Volvo 122S and I bought my first car, a 1970 MGB. Fortunately, for some reason Dad decided he wanted to get rid of the Volvo and found the Jaguar for sale in nearby Pebble Beach.

The current owner had purchased it for his daughter who no longer wanted it. I believe Dad was now the third owner.

By December of 1974 it was time

July 9th - Buck's Lake ride, Organized by Ron Davis. An email will be sent with more info

July 17th - Ride and picnic lunch at Lassen Park, Charley Fitch

August 8th - General meeting and Dam Tour. Regular meeting place, short meeting, then driving tour to the 3 local dams followed by Ice Cream!

August 13th - Annual ride to the coast and BBQ hosted by the Moranda's. The BBQ will be a lunch this year. We will be riding over in the morning, having the BBQ and then those that want to can still drive back to Redding. For those who wish to stay over night, get your reservations in at the Humboldt Gables Motel, 40 W. Davis Street, (707) 764-5609. On the 14th we will tour the area and then head back to Redding in the afternoon.

August 21st - Hat Creek Power House tour

Well, that was it. The meeting was adjourned at 7:28pm.

Tammy and I are going on vacation leaving this week and won't be able to attend the next meeting. I'm getting this newsletter out early before we leave and there probably won't be one next month.

## Have a safe and sane 4th!

Since nobody sends me anything for the newsletter, I decided to take it over this issue. I am including a story about our Jaguar XKE and it's history. I hope you all enjoy it or at least tolerate it.

Charlie

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to move to Malaysia. By some stroke of pure genius Dad decided he would store the XKE rather than sell it. He had lost a MGA that we owned when we lived in Puerto Rico and were being transferred to the U.P. of Michigan. Thinking that was no place for a MGA, he sold it. As it turned out, we were only there for a year. He always missed the MGA.

Anyway, he had the Jag placed in long term storage in the parking

garage at the Del Monte Lodge Hotel in Monterey. Yes, you could actually do that back then. They even took care of it!!

I moved overseas with the family and in August of 1975 decided it was time to move on with my life and returned to California to attend college. Lucky for me, my grandfather, Edwin Daubs, was a biology professor at Fresno State, so it was Fresno State I attended. Then, in what I can only describe as my own stroke of genius, I convinced Dad to let me get the Jag out of storage!! Woo whoo! 19 years old, in college, driving an XKE.

I was able to drive and take care of the Jag until the family returned to the States in 1977. Having to give the car back to my father forced me to buy my second car, a 1971 MGB-GT. Now, the care and feeding of a XKE, even in the mid 1970's was not without it's challenges. On one of my many evening rides out in the hills around Fresno, I was accelerating from a stop sign (normal speed, no hot rodding) when suddenly there was a thud followed by a terrible sound coming from under the bonnet. I had experienced what was to be a rather unfortunate, common occurrence in the XKE engine; a valve guide had worked it's way up and hung up on an exhaust cam lobe snapping that sucker clean in two! Now this was long before cell phones and I was in the hills out side Fresno, so all I could do was limp it home to my grandfather's house.

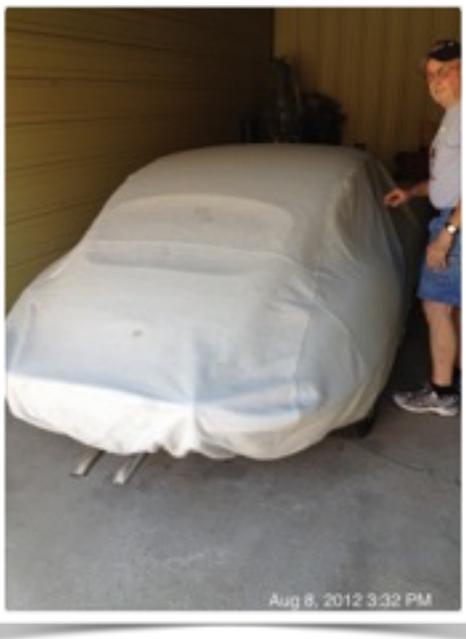
Back then there was a British Leyland dealer in Fresno and after a frantic call overseas to my father, the Jag was towed in for repairs. As I remember, about \$2500 dollars later I was back in business. I've got pictures from the day somewhere, but they are REAL photographs and are not on my computer. Otherwise I would share.

While in college I got interested in photography and did some experimenting. Using color slide film, I took a picture of the XKE and printed it on black & white photo paper. Here is the resulting shot. It is also the only photograph I have ever had the privilege of having been published!



It was submitted to EJag Magazine (no longer in existence) for a photo contest and won.

After Dad took the Jag back, I made no bones about wanting the first right of refusal if he ever decided to sell it. Fast forward to the summer of 2012. Dad called me one day out of the blue and said that if I wanted the Jag I'd better get my butt out to Omaha and pick it up. So Tammy and I loaded up the "Family Truckster" and off we went. The car was in storage most of time. Dad only drove it when the weather was nice. Here are some pics from when we picked it up.



Here it is as it sat in storage. It fired right up though and we drove it to my sister's house to make preparations for the trip home.

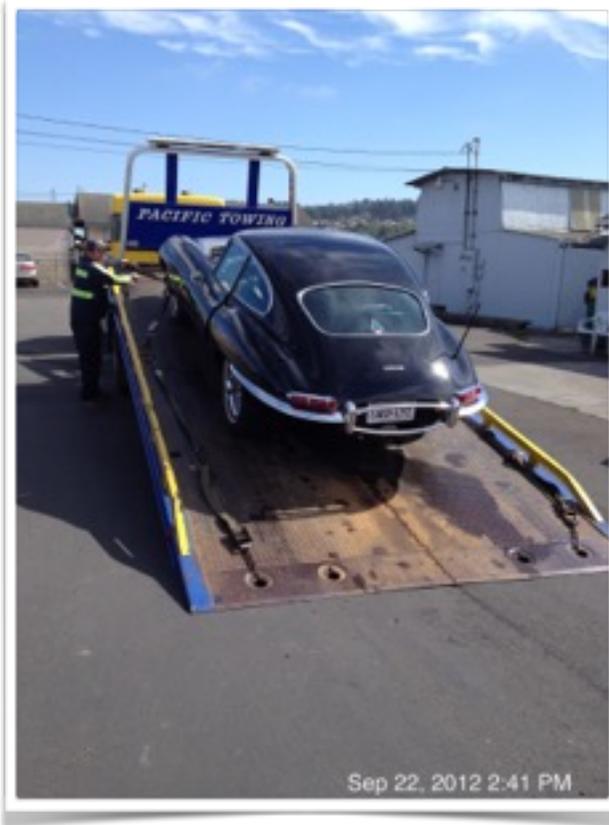


We rented a U-Haul trailer and had it wrapped in heat shrink over its car cover to protect it during the trip and to dissuade prying eyes and hands during over night stops.



The trip home was uneventful, but ownership since has been anything but!

Some may remember our first trip in the Jag. It was to the Coast with the Club for the Moranda BBQ. It ran great all the way to Highway 101 and to our lunch stop at Gill's by the Bay. As we pulled into the parking lot I noticed the temp was rising and when we parked coolant was leaking out onto the parking lot. Not good. That was the beginning of a long mechanical nightmare and gave rise to the nickname "Snowball".



Seems that a previous mechanic had snapped off a bolt in the front engine cover that was used to fasten the water pump and hold an alternator mount. Rather than fixing it properly they just stuck the bolt back in with silicon!! Unbelievable. It must have been leaking for a while based on the what I found upon inspection.

The RBCC came to the rescue by taking Tammy to the airport to pick up a rental car; Doug Milota let us store it in his mother's garage for the weekend until Dave "Spud" Furtado came back over with me to pick it up using his truck and trailer!

This lead me to pulling the head and dropping the oil sump so that I could get the front cover and bolt repaired. Again, "Spud" came to the rescue by removing the broken bolt effortlessly. He also machined a new part for the replacement water pump which wasn't correct. An amazingly skilled man.

Well, one thing led to another, kinda SNOWBALLED, and I ended up having to do a semi rebuild and restoration on the engine and components. Some of the work HAD to be done, while other work I HAD to do. Maybe it's the OCD in me. I figured, hey, while it's apart I might as well... You all know what I mean. The before and after pictures that follow will explain what I mean better than words can. A picture is, after all, worth a thousand words, right?





Apr 30, 2013, 5:50 PM



May 25, 2013, 5:30 PM



May 27, 2013, 4:51 PM



May 22, 2013, 4:48 AM



JUN 21 2013



Well, that was a proud day. Lots of hard work and it really paid off. When I was all done though the engine didn't run very well. I had done all of the lower engine work and had rebuilt the carbs myself, so I really wasn't that surprised. Getting 3 carbs to run together is quite a feat. I had the head work done by a local machine shop that is no longer in business. Probably a good thing. After many attempts to get the thing running, I gave up and took it to Martin Hveem. After a couple hours of work he reported back that there were two bent valves! That's why it wasn't running well. Like I hadn't spent enough money already!

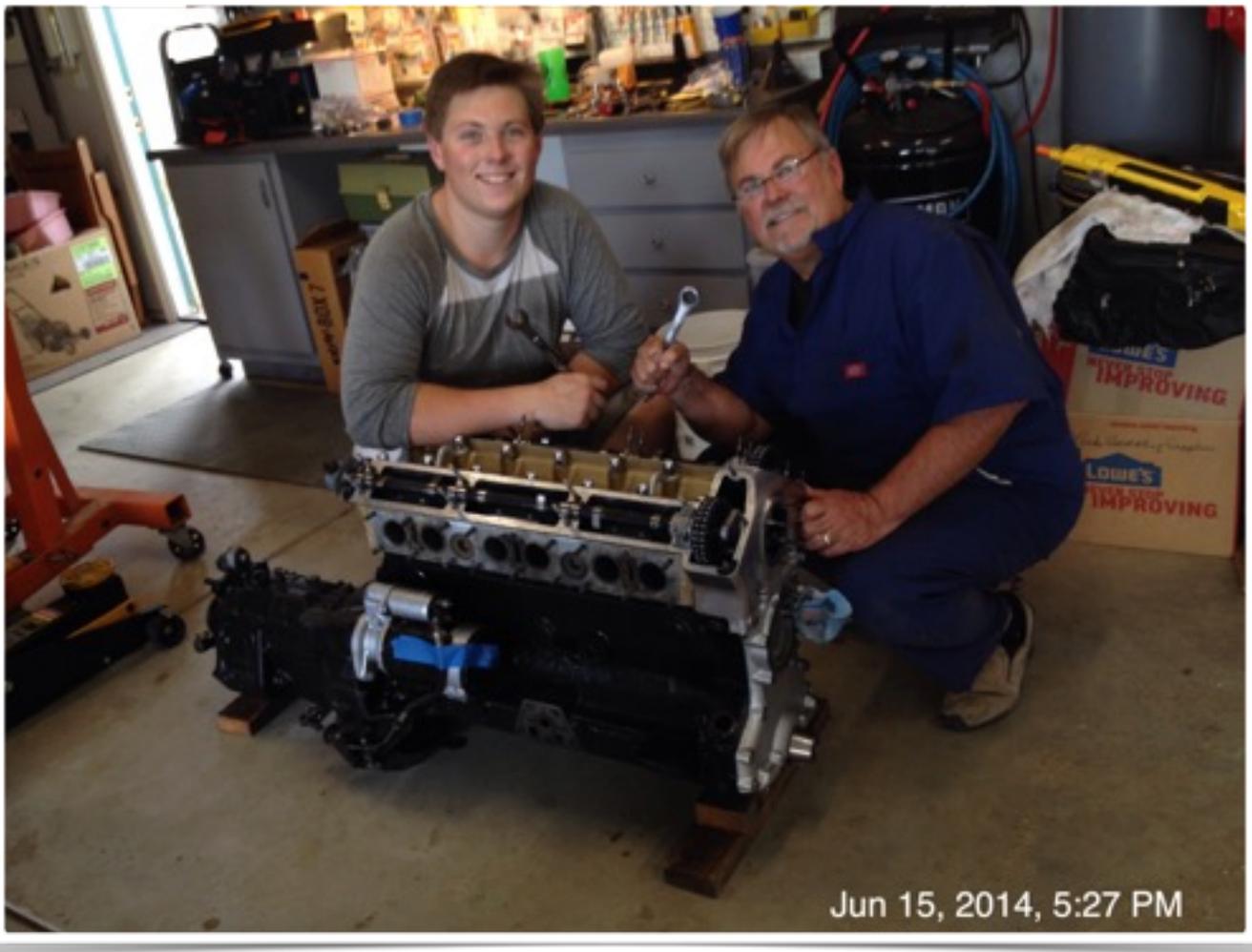


Martin agreed to take the head off, rebuild it AGAIN and get the car running for me. WOW! When I got it back it ran like a fine Swiss time piece. For all of the years Dad owned the car he could never get it to idle much below 850-900 rpm. Martin had it ticking over at about 600 rpm and just sweet as could be!

I was able to drive it to one of our meetings at the Mt. Shasta Mall one evening, but that was about it. It had developed an oil

pressure issue. I would drive it for a short time and as the engine warmed up, the oil pressure would drop. I tried this several times with the same result. Not sure what could be the issue. I first tried a new oil sending unit with the same result. Then a new gauge. Then an oil gauge that wasn't electric. Nope, same thing. Damn. Well maybe the oil pump is going bad. I knew I should have replaced it.

Well, nothing to do but drop the sump and replace the pump. My heart sank when I saw pieces of bearings were in the sump! What could have happened? Well no choice now but to pull the engine and start all over. Funny how things kept Snowballing!

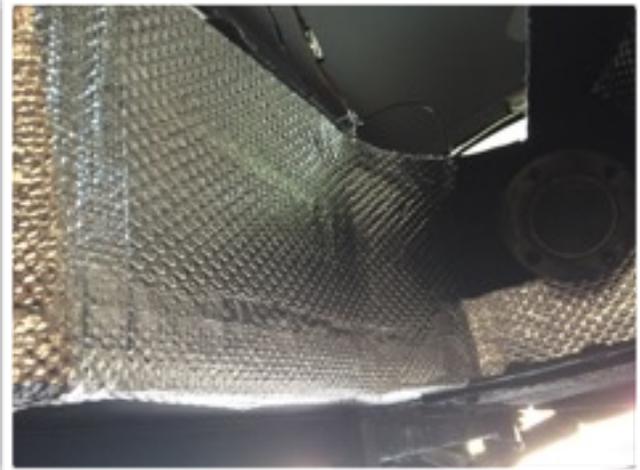


Father's day and my son, Chuck, and I got that sucker out. This time Tammy and I decided that we would have a shop do the rebuild. I took the whole thing, less gear box, to L&M Crank Grinders and turned it over to Mario. His diagnosis was the oil passages in the crank were blocked and that is what lead to the bearing failure. Furthermore, the block was cracked by the webbing for the center main journal! Really? What else could possibly go wrong? Never ask a question you don't already know the answer to.

It took three tries to source a block that wasn't cracked but Mario finally prevailed and the rebuild was under way. To date I haven't totaled up how much we have spent on this FREE XKE and I wonder if my father knew something he didn't want to tell me. Just kidding.

This time was going to be the last time the engine was going to be rebuilt so I pulled out all the stops and really cleaned, detailed and polished everything. When this engine goes back in, it is going to be a thing of beauty to see when you open that bonnet, just as it should be.

Heat has always been an issue when driving this car, so I decided to try to do something to mitigate that. I did some research and settled on a heat barrier product and installed it throughout the gearbox tunnel and exterior floor boards.



The product is called HP Sticky Shield. I purchased some off Amazon and most from Summit Racing. Not too expensive and very easy to work with. I hope it does the job.

I also cleaned up and painted the gearbox, suspension parts and bits and pieces that I thought would detract from the overall looks of the engine bay. I had the cam covers, front engine breather and dash pots polished by Steve's Chrome shop in Shasta Lake City. Only \$125 and they look like chrome!

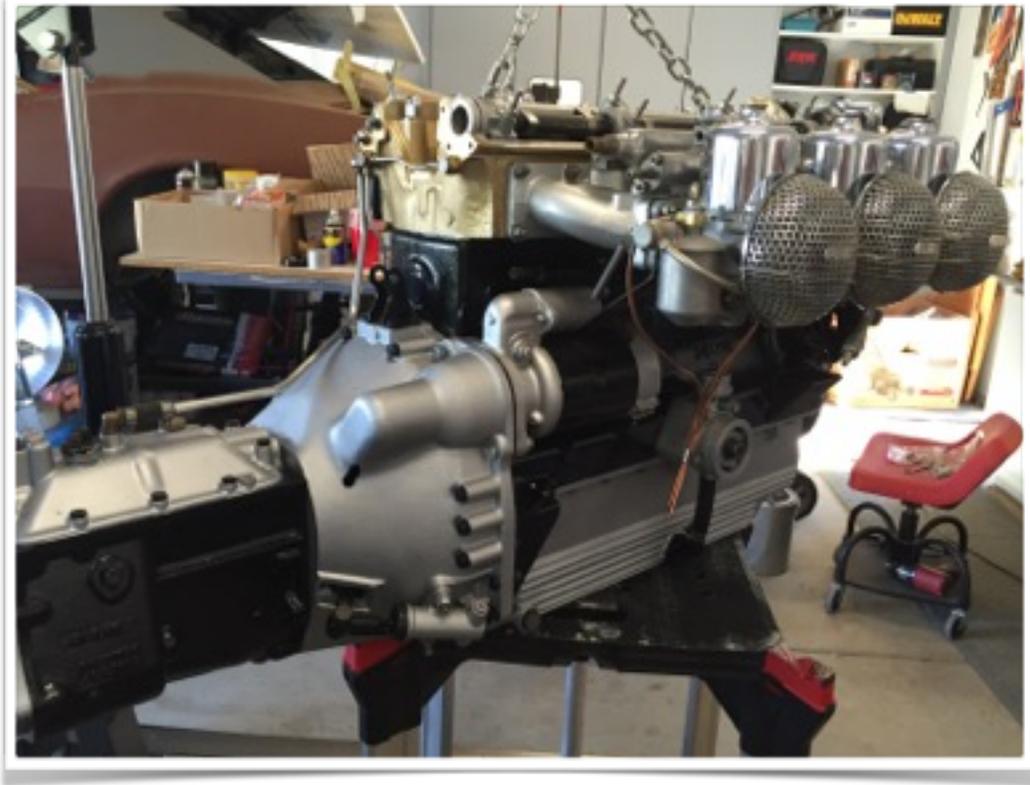
Here are some more before and after shots....





It may not be to concours standards, but it is certainly nicer than before.

Now it's time to join up the gear box and engine and see if they still fit within that bird cage front frame.



Open wide and say Ahhhh....





Two years to the day and the engine is back in. This time Tammy was my helper. There are still more things to connect and instal before it starts up again, but the end of a long and frustrating journey is in sight for Snowball.

I owe many club members a debt of gratitude for their help over the years. Besides Spud Furtado and Doug Milota there is Jim Smith, Paul Young, Rich Kenny, Evert Dale, Charley Fitch, Martin Hveem and I'm sure others. Thank you all for your help. This Club is truly amazing with the kindness it shows to it's members. And oh, by the way, there will be a bonnet fitting party soon. Watch for the invite.

Watch for us in "Snowball" at a ride and meeting in the near future. Thank you and I hope you enjoyed the story.

Charlie, Tammy and Snowball.

1964 Jaguar XKE Coupe, 3.8 liter engine, full synchro gear box (1967 I believe), Black on Black