

CLBCOM 22
APRIL '92

SQUIRE SS-100 CLUB

Once in awhile I permit myself a little vanity and I'll admit that my ego was stroked when new member Tom Niswonger wrote and said that reading the new member packet had "kept him up till 2:00 AM." So imagine how I felt when NEWER member John Falk called to say that the same packet arriving at his home "kept him up till 5:00 AM!" I am really pleased that our joint efforts over the months have shed some light on the shrouded history of the Squire and we've done exactly what we set out to do: Increase both our personal enjoyment and the cars value.

Correction: Last months newsletter indicated that the area code for John Falk was 901. Wrong! It's 301. John's correct phone number should read Area 301+952-0733. The editorial staff regrets this typographical error.

For many years I carried business cards from the various enterprises I represented. They were very handy to pass out when someone said "How do I get hold of you?" Now that I'm retired the lack of them was beginning to bother me so I have had some cards printed up - sample enclosed. If any of you are in the same boat feel free to use mine as a mockup if you want your own. Cost here was \$24.00 for 500.

For those of you that call me from time to time: Arizona is the only State that does not observe Daylight Savings Time so when the rest of you switched this month we did not, moving Arizona from Mountain Standard to Pacific Daylight. Just for the record, I am always up by 5:00 AM for anyone that wants to call early.

Just got a price revision from Moss Motors in Calif and something caught my eye that bears sharing with you. In the "Sale" section they have Dunlop wheels and related equipment. Catch the following.

15" X 5" 72 spoke chrome wheels (Each).....	\$304.95
Bolt on splined hubs (Each).....	144.95
Chromed knock off's (Each).....	29.75
Total per wheel.....	479.65
Times five =	2.398.25

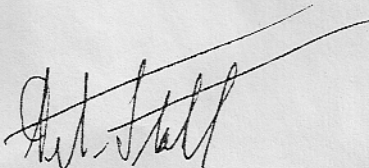
The bolt on hubs they offer are from production runs and would have to be considered reasonable as compared to ours which are matched to Ford drums, so, add special pricing for the hubs and a little more for the special knock off's and you come up with something close to three grand replacement cost for the wheels alone. Wow!

I was pleased a few weeks ago to get a letter from the Australian Component Car Club in Sydney requesting that I send recent photos and a profile of my Squire for inclusion in one of their upcoming newsletters. I decided to carry copies of the profile in my Squire as a handout to local old car enthusiasts who were interested enough to stop me and ask for information about the car. It has now occurred to me that it could serve as a mailout for those of you that now have, or may have, your Squire for sale. I have included a copy with this letter and if I have forgotten anything, or worse, mis-stated some fact, please let me know for correction.

By the way, when I was digging up the basic information for the profile I noted that Intermeccanica apparently was then called Automobilli Intermeccanica and NOT Intermeccanica International, Inc. as they are now as a Canadian entity. This is another bit of trivia that Ed Felbin could help us with if he will?

Now for something IMPORTANT. John Fulton (Dallas) is forging ahead with the Maintenance/History Manual and one of his sections will include an outline on each car, as best you know it, with a photo sheet of two, three or four of your 'best sides' , what ever you can include on one sheet of paper. He has furnished us with forms for your use (With postage in mind I have only included one copy, you can xerox more from the original) and has done an outline, with a photo sheet, on his own car as a guideline. Use as many sheets as necessary to get the story told. John says you can type it or do it longhand. If you can do neither call him at 214+392-1602 and he'll do it for you. I have also included a copy of the data sheet on my car. Maybe it will give you a few more ideas. It is John's intention to continue this with each new member as the cars continue to be located and also, as the present ones change hands.

That's about it for April except to report that Jean and I have baptised our Squire. After a year and a half of REPAIRING the damn thing we took off last weekend and drove it to Flagstaff to make the Fun Run sponsored by the Arizona Chapter of the U.S. Route 66 Association. We have over one hundred miles of the original road left in Arizona and they do this once a year. Hundreds of classic cars depart Flag on Saturday morning and wind up that evening in Kingman for a big bash hosted by Bobby Troup, the guy that wrote "Get Your Kicks On Route 66". "40s & "50s music, sock hops and just an old fashioned good time. Car show on Sunday and everyone goes home. A lot of fun and I'm pleased to report that the car performed like a jewell. Only suprise is that at 70 MPH, with the top up and the side curtains in, the wind noise is INCREDIBLE.



SQUIRE SS-100 PROFILE

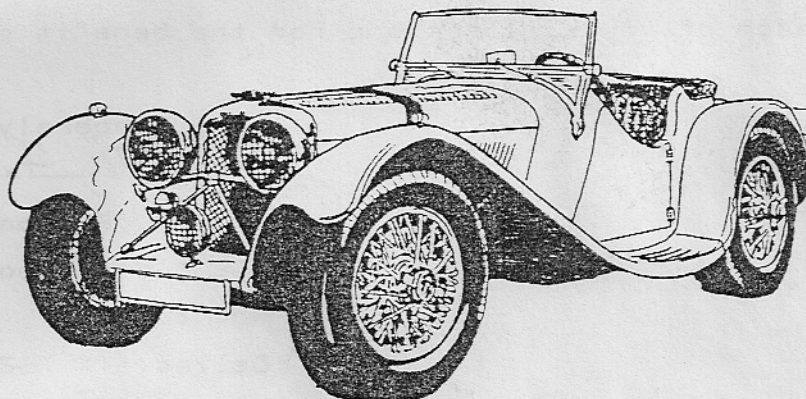
The Squire SS-100 is an almost exact, full size replica of the 1937 - 1939 Jaguar SS-100. The car was commissioned by Auto Sport Importers, Inc. of Philadelphia, Pennsylvania and made by Automobili Intermeccanica in Troferallo, Italy between 1970 and 1975, reportedly by Fiat technicians who were moonlighting evenings and weekends. Exactly fifty were manufactured and all were shipped to the United States. Since they were made for American consumption all were left hand drive. Colors offered were red, yellow and white.

The bodies of the Squire are hand laid fiberglass. Head lights and radiator shell were hand formed by hand beating metal laid over wooden bucks with sand bags. Wheels are chromed Dunlop 15", 72 spoke and are true knock off's.

Other than an original design-ladder type frame, all under carriage components are American Ford. Engines are Ford 250 cubic inch straight six OHV. The car was offered with either a Ford four speed top loader manual transmission or a Ford three speed (C-3) automatic. Rear end is 9" Ford with fore & aft leaf springs. Front end is Ford "A" arms but suspension is torsion bar designed and built by Frank Reisner of Intermeccanica. Brakes are hydraulic drum type by Bendix on all four wheels. There were no power options offered but the car came equipped with a heater, turn signals and flashers, fog lights, ect.

The interiors are all black leatherette with bucket seats and quite comfortable. With the hand operated convertible top in the up position wind protection is achieved with rigid side curtains that have sliding plexiglass windows. Full Jaeger instrumentation completes the package. The car is very responsive and corners like a true roadster.

The Squire SS-100s have quietly slipped into collector car status in the past twenty odd years and have appreciated considerably in value.



17 Apr 92

To: All owners- Squire SS-100

From: John M. Fulton

Subject: Individual Vehicle Histories

Dear Members:

The SS-100 Maintenance and History manual has grown to considerable size after many months of preparation and is nearing time for publication and distribution.

The subject section will be of greater value than a curious interest. It is anticipated that by reading other vehicle histories new ideas will be generated to enhance the maintenance and history sections for the benefit of all owners.

It is certain that a comprehensive manual will not only be an asset to the current owner, but also an attractive addition to potential buyers. This type of vehicle requires a very special buyer and a complete manual will serve to relieve any apprehensions that they may be buying a strange, unknown machine and then being stuck with a cold turkey.

Several owners purchased their cars on best judgement alone. It will be comforting to any owner, present or future, to know that they are not alone and that there is a substantial source of enthusiastic owners from which to gain needed information.

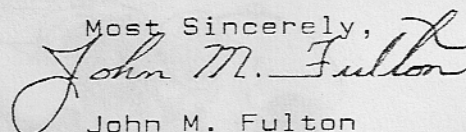
I am requesting that each owner complete the standard form for Individual History and forward to me. It may be typed or handwritten. I will type all histories in the same font and return to each owner for final review before printing.

Thus far all histories which have been submitted have included a one page, four view, photocopy of photos for each vehicle.

I encourage each owner to take advantage of this opportunity to participate in the capture of combined knowledge into one comprehensive source.

Hoping that each of you will respond for the benefit of all.

Most Sincerely,



John M. Fulton

15938 Stillwood Dr.

No. 2066

Dallas, TX 75248

214-392-1602

INDIVIDUAL
VEHICLE HISTORIES

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THIS SECTION OF INDIVIDUAL AUTOMOBILE HISTORIES IS INTENDED TO PROVIDE THE OWNER WITH INTERESTING INFORMATION ABOUT OTHER SS-100s.

IT IS POSSIBLE THAT CASUAL MENTION OF MECHANICAL INCIDENTS OR REPAIRS MAY ALERT OTHER OWNERS TO POSSIBLE FUTURE FAILURES.

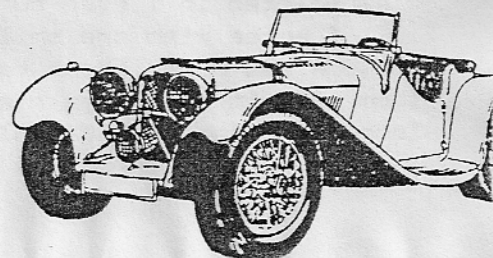
IN THAT EVENT IT IS SUGGESTED THAT THE READER CONSULT THE MAINTENANCE AND REPAIR INDEX OF THIS MANUAL TO ASCERTAIN IF THE PROBLEM HAS PREVIOUSLY BEEN ENCOUNTERED AND A SOLUTION DOCUMENTED.

IT IS ALSO HOPED THAT BY READING OTHER HISTORIES SOME OWNERS MAY BE STIMULATED TO PERHAPS RECALL OTHER KNOWLEDGE AND ADVANCE THE GENERAL HISTORY SECTION.

IT IS REGRETFUL, BUT NOT ECONOMICALLY FEASIBLE TO PROVIDE FULL COLOR PHOTOS OF EACH MACHINE. ERGO ONE MUST USE A LITTLE IMAGINATION WHEN VIEWING THE BLACK AND WHITE PHOTOCOPIES WHICH OWNERS HAVE SUBMITTED.

ALL OWNERS ARE INVITED TO UPDATE OR REVISE THEIR OWN TEXT OR PHOTO LAYOUT AT ANYTIME.

ANY REVISIONS WILL BE ACCOMPLISHED AND DISTRIBUTED TO OTHER OWNERS TO BE ENTERED IN INDIVIDUAL MANUALS.



INDIVIDUAL VEHICLE HISTORY

PRESENT OWNER John M. Fulton VEHICLE LOCATION Dallas, Texas
WHERE PURCHASED Denver, Colorado DATE 25 Feb 89 City State
FACTORY SERIAL NUMBER 11019525 PRODUCTION SEQUENCE 019
COLOR PAINT Red COLOR INTERIOR Red/Black COLOR TOP Black
TRANSMISSION TYPE Auto MILEAGE 27300 DATE 8 Apr 92
PRESENT TYRE SIZE P205/75R15

HISTORY

SUMMARY BY PRESENT OWNER:

(I.E., Earliest known previous owners/geographical origins, failures, repairs, trips, modifications, improvements, accessories, etc.)

I purchased my SS-100 from a gentleman in Denver named Mike Davis who didn't know what he had and who received the car as payment for a debt. The car had a new top and good paint. All mechanicals were in good condition at 18,000 miles. The brakes had to be overhauled due to deterioration from a long period of storage. Several items were missing: Wiper arms, running board strips, inside door handle and hood prop. There was no evidence of a rear bumper and turn indicators were inoperable.

The carpet and door panels were in good shape and I have had the seats recovered. Original Pirelli tires had good tread, but cracking walls. New tires have been installed.

Early on a problem occurred with the car seemingly running out of fuel. The engine was treated for vapor lock by way of insulation and shields, a new electric fuel pump installed. After a couple of frustrating months, a sawdust like material was found in the carburetor and traced to the fuel tank. It had been plugging the lines and starving the engine. I later learned that it was algae that grows in standing fuel and is a major concern in military inventories. The system was flushed with no problem since.

Another nagging problem was the one point radiator mounting bolt welded to the center of the top tank. It was rewelded twice and each time broke again to cause leaking. This was corrected by building different mounting brackets and plugging the existing hole.

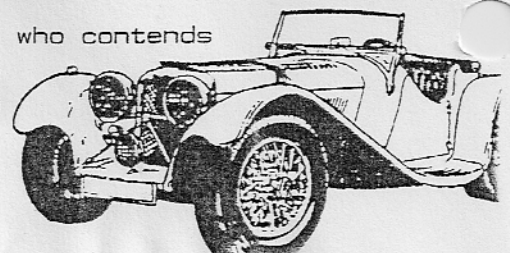
The car is driven often and even one roundtrip from Denver to Dallas. It was purring and comfortable all the way. On the return trip the point type regulator decided to stick. I was able to make it from Wichita to Denver by whacking it with a stick every few miles. It has been replaced with a solid state model.

The car spent 13 months in Denver getting a fresh paint job, new running board strips, rub strips between spare tire and paint, turn indicators wired, 10 5/8 inch diameter main headlamps, two KC driving lights (illegal), one 8 inch Bosch driving light and copious amounts of engine chrome including a six blade flex-fan.

Long after I purchased the SS-100 it occurred to me that it was possibly the fulfillment of a very old fantasy of mine whereas I had envisioned mounting an MGTF body onto the running gear of the latest MGB of the time. I consider this to be a much more desirable machine for obvious reasons.

I have outlined about two years of ongoing improvements and will be very disappointed if I ever run out of ideas.

I agree with the philosophy of one Las Vegas collector who contends that he has no pristine vehicles because he likes to drive them all. It is always risky and could mean the demise of a longtime dream, but I wouldn't have it otherwise.



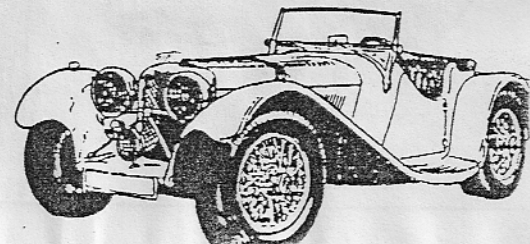
INDIVIDUAL VEHICLE HISTORY

PRESENT OWNER Arthur R. Stahl VEHICLE LOCATION Phoenix, Arizona
WHERE PURCHASED Mountain View, Ark. DATE 2-22-90 City State
FACTORY SERIAL NUMBER Unknown PRODUCTION SEQUENCE Unknown
COLOR PAINT Red COLOR INTERIOR Black COLOR TOP Black
TRANSMISSION TYPE Manual MILEAGE 17,439 DATE 4-12-92
PRESENT TYRE SIZE Michelin P 205/75R XH Steel Belted W/W

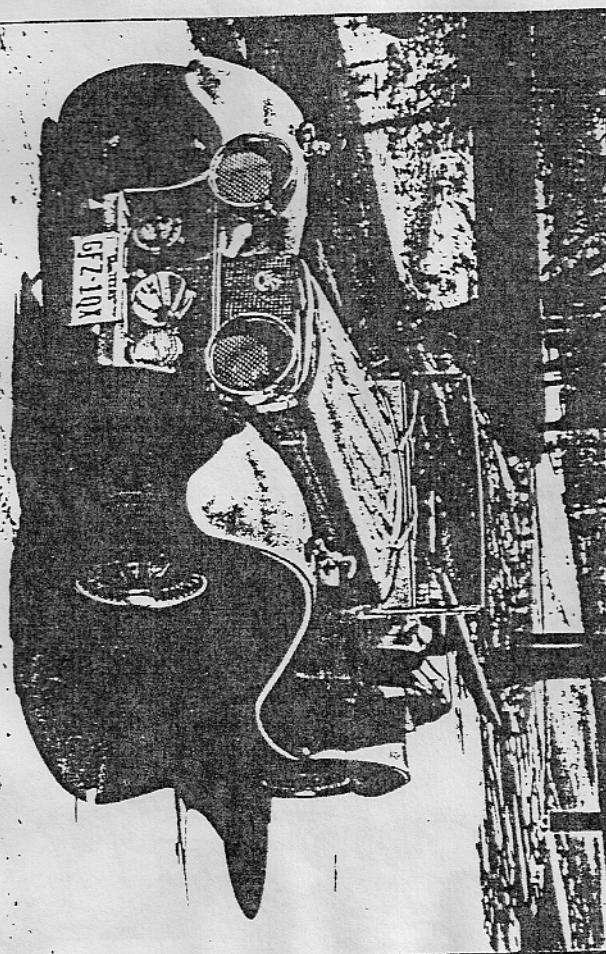
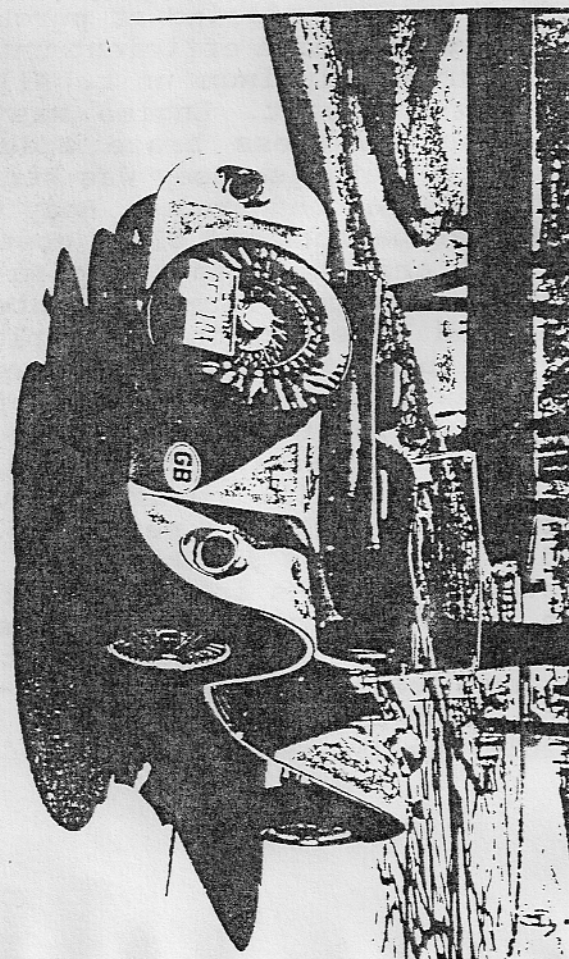
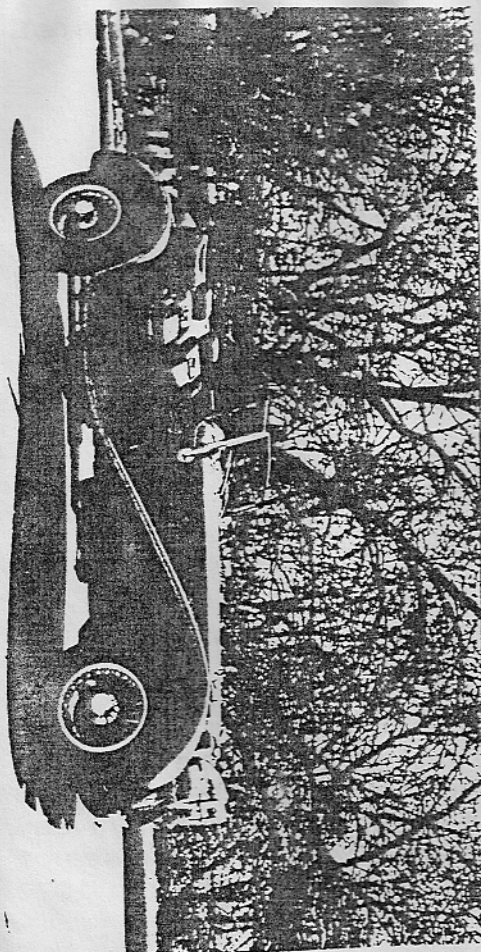
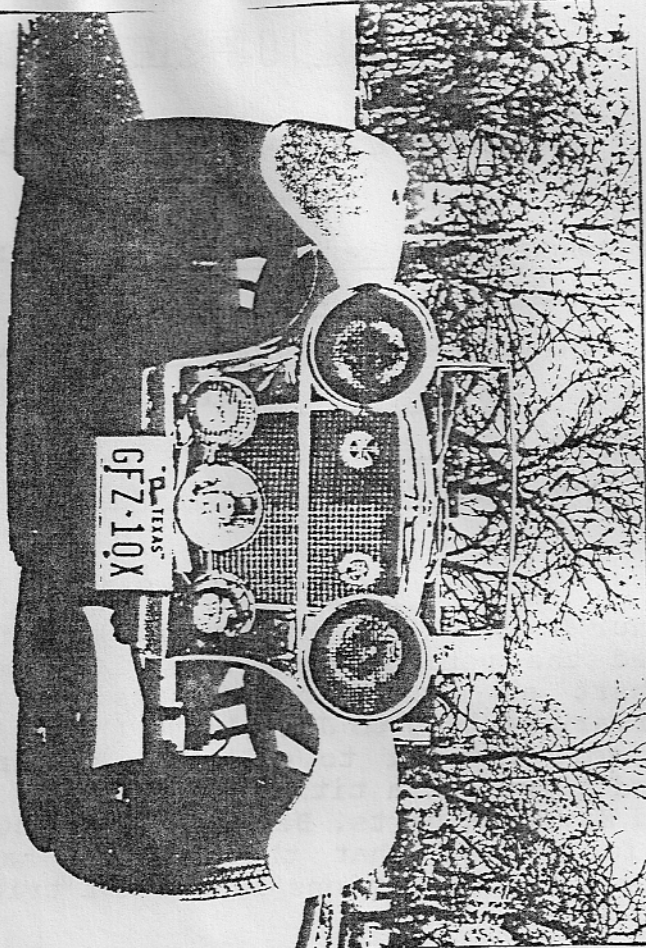
HISTORY

Arthur R. Stahl (FROM) Matt Jecker of Mountain View, Arkansas who owned the vehicle from July 1989 to February 1990. (FROM) Jim Gilbert of Kosciusko, Mississippi who owned the vehicle from February of 1980 to July 1989. (FROM) Gary Beard of Tulsa, Oklahoma who sold the car to Gilbert. The trail disappears here because Beard filed for a title in Oklahoma claiming he built the car from used Maverick parts. Beard was connected to a junkyard in Tulsa and it is assumed that the car may have been stolen. Because of insurance implications I have not tried to trace the car from 1972 thru 1980.

From November 1990 thru January 1992 the car was removed from service and completely restored. New tires installed. Wheels were relaced and trued. A new top, bows and braces were built, as the original top was missing at purchase. The old heater was replaced with a smaller, more efficient unit. Dashboard was replaced with an engine-turned aluminum unit. All instruments were recalibrated. Seats were rebuilt. Engine was removed and motor mounts were rebuilt and a cross brace added to main frame. Gas tank was replaced. Fiberglass body was stripped bare and all glass surfaces were reinforced and braced. Body was primed and block sanded twice and car was painted and clear coated. Almost all exterior metal was rechromed and Brooklands Racing Screens were added. Windshield posts were braced from the interior side and weld reinforced. Master and wheel cylinders replaced and drums turned. Hardwood installed behind fiberglass wherever top or side curtain anchors were screwed thru body. Radiator rodded out and larger outlets relocated in lower tank. Car almost completely rewired. Tail lights removed and 1947 Harley-Davidson lights installed. Amber motorcycle turn lights installed in front. Muffler system completely replaced and relocated OVER the rear axle. Rear springs re-arched, a leaf added and rear gas shocks installed. Front torsion bars adjusted and standard shocks installed. All exterior and interior aluminum parts removed, polished and clear coated. Original headlights removed and 12" replacements installed. ALL original Squire parts that have been replaced and up-dated, I.E., head lights, tail lights, air cleaner, fan, ect. have been retained in event of possible resale.



JOHN M. FULTON
DALLAS, TEXAS
MARCH 1992



SQUIRE SS-100

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R O S T E R

MARCH '92

B Y

P R O D U C T I O N S E Q U E N C E

NUMBER	LOC.	OWNER	NUMBER	LOC.	OWNER
01	PA	FELBIN	26	NJ	COPPOLA
02		*	27		*
03		*	28		*
04	OH	NISWONGER	29		*
05		*	30		*
06		*	31		*
07		*	32	CA	SPIELMAN
08		*	33		*
09		*	34		*
10		*	35		*
11		*	36		*
12		*	37		*
13		*	38		*
14		*	39	MD	CRAFT
15		*	40		*
16	FL	DAVIS	41	CA	MILLER
17	MD	FALK	42		*
18		*	43		*
19	TX	FULTON	44	MS	ADAMS
20	CA	SHARON	45		*
21		*	46		*
22		*	47		*
23		*	48	PA	POMPILII
24		*	49		*
25		*	50		*

* UNKNOWN

NOTE: Production sequence for vehicles belonging to Bob Potter
(CA)
and Art Stahl is not yet known.
(AZ)

