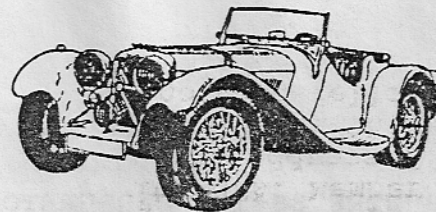


FEBRUARY, 1997



Squire SS-100 Registry

LOOKING FOR THE LOST SQUIRES

is a subject that is near and dear to my heart. I have spent hundreds of hours (and four times that many dollars) writing and phoning all over the USA. Why? Well, for me it's just plain fun and in the process we have achieved national recognition, got rid of the toy-car image and increased our cars value a lot. It can also be very frustrating in that I get a lead and follow it up to find that the car has just moved again and I have to start all over. Let me give you a few examples:

Chassis #12

was owned by one Linda E. Schmidt of Ft. Worth, TX. The Texas DMV said she had it licensed up to two years ago but all I had on her was a P.O. Box and when I wrote she was gone with NFA. DAMN!

Chassis #33

is another one I chased all over the country. It had been owned by Bob Huffman of Tulsa who had bought it from a friend in Okey City who used it mostly in sports car races. Huffman sold the car years ago through the Barrett-Jackson auction in Phoenix and said he was sure it had gone to California. He also said it was red with an automatic tranny. Texas DMV said it was now owned by one B. Temple Barnard of Dallas but when I wrote he had moved with NFA. Member John Fulton was able to help me here and with a new address I wrote a number of times with no reply. I finally called him this month and he said he had sold the car about a year ago to a fellow in Denton, TX. He thought he might be able to contact him and asked me to call back in thirty days so we might run this one down yet. He also said the car was in really rough shape and was red with a manual tranny so we're not sure we are dealing with the same car.

Chassis #42

The State of Florida does not have a five year purging period like most States and continues to carry VINs whether they are relicensed or not. #42 had been owned by one Larry E. Knight of Everglade City, FL but he is long gone with NFA. Don't have much hope here.

Chassis #44

is another Florida car still on the books. It had been owned by one Philip Kerr of Winter Park and after dozens of letters and phone calls I ran him down in Daytona Beach Shores. He said he had traded the car to a dealer in Orlando in 1979 who had auctioned it off to another State. Kerr mentioned that he had done a body-off rebuild, complete fiberglass and paint re-do and installed a Mustang front suspension. It is white with a manual transmission.

I'd like to ask the membership to help me here by watching the old car section of your weekend newspaper and browsing automotive "for sale" magazines at your local news stands. The search goes on!

SQUIRE SS-100 CARBURETORS

is another area we need to explore. The Ford 250 CFI engine came from Detroit with three separate OEM carbs, the Autolite 1100, Carter YF and Carter RBS, all single barrel models. Every Squire I personally have looked at had the Carter RBS, like the one pictured in the attached data sheet, and rebuild kits are getting harder to find. Edelbrock Engr. bought Carter some years ago and dropped the single barrel models so new ones are no longer available.

Member Jim Dimond bought Chassis # 9 with a Carter RBS carb in unrebuilt (is that a word?) shape and has been doing some interesting research on the subject. Clifford Engineering in Corona, CA is a firm that designs and builds speed equipment for straight six engines. They have just introduced an adaptor plate that will allow you to install a two barrel progressive carb on the Ford 250. With it you can install a Weber carb, either economy or speedster model, priced at \$235 or a Holly priced at \$287. The adaptor is \$30 and air cleaner is also \$30. Jim ordered a setup and it arrived in time to be installed for viewing by those attending the Las Vegas get-together. We're anxious to see how it works.

Interesting sidelight here. Clifford states that with a center-of-manifold carburetor mount like we have, the end cylinders do not get enough gas to produce their full power potential. They also produce a kit to install three in-line single barrel carbs. With that and the three/quarter modified cam they produce they claim you can blow the doors off any V-8 on the road. Anyone want'a try?

MEMBERS MIKE & PAULA SHER

had some fun on Long Island last Fall. Mike had invited Jaguar World magazine to attend Mark Offenberg's Squire Sunday III but they did not show up. Not one to give up easily, Mike then posed he and Paula in evening clothes and sipping bubbly in front of their Squire, and posted the photo off to England with some appropriate text. They published the data, complete with the priceless photo of Mike and Paula but in the process turned Dave Garroway into an Irishman. Ah well, what more can you expect from people who pronounce Jaguar, JAG-you-are. Do you remember the old line about "two peoples that are separated by a common language"?

WE'LL SEE YOU IN LAS VEGAS

at least the twenty or so that say their coming. Those of us driving will arrive Friday 3-14-97 in the afternoon, departing for home after lunch on Sunday. Should be a hoot.

AND ALWAYS REMEMBER

The careful application of terror is also a form of communication.



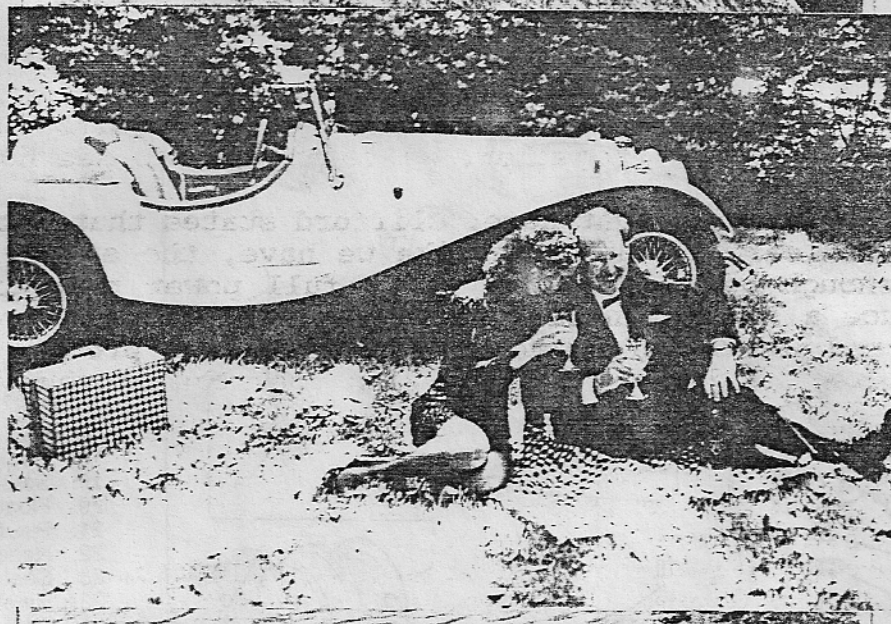
J A G U A R WORLD

It's Sunday, Squire!

Let's go back to August 18 1996 and a most unusual automotive event on Long Island, New York State. It comprised a gathering of Squire cars - not the 1930's product of Adrian Squire but a 1970's evocation of the SS Jaguar 100 by one Edward Felbin, radio talk show host and friend of TV presenter Dave Galloway - whose 'real' 100 inspired the design. Only 50 were

built of which the Squire National Registry lists 35.

Edward Felbin is 79 and he was honoured at the Long Island meet by cars which travelled from as far as Florida and California. If you want to know more about Squires, their Registry and next year's event, contact Michael Sher at 653 Caledonia Road, Dix Hills, New York 11746 (tel: 516 423 6892).



Owners Michael and Paula Sher enjoying Squire Sunday III at Squire House., North Shore, Long Island last August. The Squire car was built by Intermecanica of Turin but, powered by a 250 c.i. Ford engine, seemingly has no Jaguar components. Do any exist in the UK?

- XJS upgrade ● Sleeping 'D' type ● Jaguars for 1997 ● XK 120 World Record ● A £75,000 Mk 2
- 'E' type V Aston DB4 ● Our Series 3 XJ6 Project Car ● Classic Jaguar Saloon Value Guide

FUEL SYSTEM

SERVICE INSTRUCTION WORKSHEET

TO REPAIR

GF3564-4

CARTER CARBURETOR
1 BARREL • MODEL RBS

- Carefully read the text in the following pages to become familiar with the contents of this worksheet before performing carburetor overhaul.
- The exploded view is typical of the model carburetor this kit will service. The view may differ slightly from the actual carburetor being overhauled.

- Use the exploded view as a guide. The numerical sequence of the parts list may generally be followed to disassemble the carburetor far enough to permit cleaning and inspection.
- Parts list shown **DOES NOT** reflect the contents of the kit.
- Kit may contain extra parts intended for other carburetors within this group. Substitute identical replacement parts for original worn parts found in carburetor.

CLEANING

Cleaning must be done with carburetor disassembled. Use spray cleaner and a stiff bristle brush to remove dirt and carbon deposits. Do not use abrasives and wires to clean parts and passageways. Wash off in suitable solvent, and clear all passageways with compressed air. **Caution:** When cleaning with solvent do not soak or spray parts containing rubber, leather, plastic and electrical components.

PARTS LIST

- Solenoid assembly
- Screw & retainer, choke cover (3)
- Thermostatic coil & cover assembly
- Gasket, cover
- Screw, choke piston lever
- Lever, choke piston
- Piston & link assembly
- Retainer, pump stem
- Nut, pump arm connecting
- Spring & retainer, pump arm
- Screw & retainer, pump arm
- Pump arm
- Spring, pump stem (upper)
- Bushing, pump stem*
- Washer, pump stem
- Screw, fuel bowl (4)
- Fuel bowl assembly
- Gasket, fuel bowl
- Screw, float pin (2)
- Float assembly
- Pin, float hinge
- Needle & seat assembly
- Seat, intake ball check (with hole)*
- Retainer, pump cylinder (solid)*
- Ball, intake check*
- Retainer, intake check ball*
- Spring, pump return (lower)
- Fuel pump assembly
- Fuel pump assembly (1970 & later models)
- Pump intake check assembly (late models)
- Washer, conical
- Cover, step up piston
- Retainer, step up diaphragm
- Spring, step up piston return
- Step up piston assembly
- Cap, limiter
- Idle adjusting screw & spring
- Main body assembly

* Some Models.

