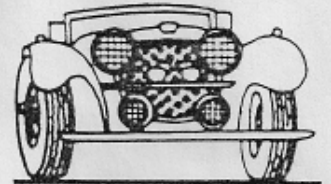


CLBCOM 7
January 1991



SQUIRE SS-100 CLUB

Well, I went ahead and did it. One of the fellows in the Arizona Kit Car Club just finished re-doing his kit and I was so impressed with the quality of the glass and paint work that I asked him for a firm quote and it was reasonable enough that we started stripping my car back to the fiberglass on Dec. 17th. The reason I mention it at all is not to tell you all that I'm painting my car but to extend a caveat. First, I should explain that my paint was horrible. Cracks and chips all over it. All the experts that looked at it said that the original paint had never been prepped right and I had too many coats on it plus the wrong kind of paint. Turns out they were right. My warning, however, is this. If you decide to re-paint, you most likely should remove all the previous paint if it has not been done already. If you do, DO NOT USE PAINT REMOVER. You can get away with that on a late model Corvette or well made kit but not on the Squire. To explain, we used aircraft quality paint remover on the hood. When they built the Squire they did not have the glass technology or materials that we use today. What passed for a gelcoat in 1971 was little more than a mold release and it is very thin or nonexistent in places. The stripper eats right thru it in most places and you wind up with raw glass mat that will now have to be re-glassed. WHAT A MESS!! Thank God we stopped at the hood. We are hand and machine sanding the rest of it back to the white gelcoat. Even then all kind of imperfections pop up. The smooth glass finish right under the gelcoat is FULL of pinholes and pockmarks up to the size of a dime. The small ones we will fill with Corvette quality bondo but the bigger holes, cracks and stress fractures will have to be ground out and filled with a mixture of shredded glass matting and resin. I have been assured by the experts that that's the only way to do it and get a lasting finish. I'll take pictures along the way and send you copies.

In order to do all this, it's necessary to take most of the outside of the car apart so I'm making all kinds of other small repairs of things that needed doing. My windshield had wallowed out the bolt holes at the anchor base in the glass so we're going to redesign that. Will also rechrome that thin metal strip between the windshield and the body. Removed all the aluminum trim and just on a hunch, I took it over to a friends place who has a big, commercial buffing wheel. I put those parts on the wheel treated with jewlers rouge and they now look like new chrome. You cant believe how pretty they are. Treated the polished aluminum parts with a clear acrylic spray coating that dulls the sheen I had just achieved but in the long run it should protect it. Will keep you posted.

1-14-91 - Spent the weekend handsanding the last of the paint from my car. Nothing but bad news. The surface is full of pin holes and every other one has a crater beneath it when you dig. Each will have to be dug out and repaired. My body guy says it's the worst glass he's ever seen. Jeeeeeez!!!!

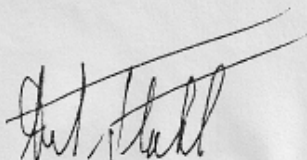
Have had another reply to one of the many letters mailed looking for the roots of our cars, this one from Nick Devonport in Dover, Kent GB. He sent me a xeroxed sheet of page 583 from "The Complete Encyclopedia of Motor Cars 1885 To The Present" Our Squires appear in the center of the page but without a photo. He says "The book is edited by G.N. Georgeano and published in 1982 by Edbury Press in the USA under the ISBN 0 85223 234 9". The reason I mention this is the fact that one of us may have to convince our local DMV that the Squire is a valid registration name. I know I had a hell of a time when I went to re-title mine. In fact it was such a mess that it is now titled as a 1937 Jaguar SS-100 Special Construction. I think I may get it re-titled as a Squire when I get the time and energy needed to fight the boobs at city hall.

Had hoped to get something from Intermeccanica in Canada by now but no such luck. Have included the material I purchased for us from Henry Miller, a dealer in hard-to-find automotive literature in Syracuse, NY. The letters are originals so Miller must have purchased the complete files of Auto Sport in Philadelphia. I had sent Rick Pompilii (Philadelphia) his copies some weeks ago in hopes he could dig up some information on Ed Felbin or his company. Any luck yet Rick?

I'd like to meet the guy who wrote up all the descriptive literature we've recieved so far. What a crock. My 16" Borrani wheels are 15" Dunlops. My 20 gallon tank holds about 12 gallons and I would love to meet the mechanic who can remove a Squire engine in two hours. I'll get him to handle ALL my repairs. After sanding my car down past the gelcoat we discover that the "One piece body" was cast in what appears to be seven pieces and then joined together with glass while still on the floor. They filled the voids with a poor grade of bondo that caused many of the spider web cracks that I'm sure most of you have. In all fairness however, I cant tell what happened at the factory or in the following twenty years of hard use and believe me, my car was poorly treated.

Have included a rough balance sheet to show you where the money went. Having done this before I knew we would be cutting it pretty close at \$30.00 each per year. Our postage should go down a little now and with each new member we find, it will ease the burden on the rest of us. Have placed another add in Hemmings under Replicas Wanted and will run one each quarter, alternating every other one to 'S' Cars Wanted.

Will go ahead and get this in the mail. Am hoping to hear from the Reisners in Canada soon and will pass that right along. Will send body-progress photos along with the end- of- the- paint- job report. Keep looking for other Squires!



Squire SS-100 Club
1990

INCOME	TOTAL COPIES	ADVERTISING	POSTAGE
JOHN FULTON 45.00		HSMH. 10.00	1.45
RICK POMPLIN 15.00		" 6.00	50.00 (STAMPS)
KELIE GRAFT 15.00		<u>MILVER 18.00</u>	1.35
BOB POTTER 45.00		34.00	85
	10.45*		3.75
			<u>1.35</u>
			58.75

TOTAL EXPENSE = \$103.20

MY CONTRIBUTION = COMPUTER AND LASER PRINTER COSTS + LASER CARTRIDGE, STATIONARY AND ENVELOPES

*GOT MOST OF OUR COPY WORK DONE AT NO CHARGE

auto sport importers, inc.

CURTIS BUILDING • INDEPENDENCE SQUARE • PHILADELPHIA, PA. 19106 • (215) 627-0801

March 22, 1971

Mr. C. Steingold
Stadium Motor Sales
985 North Main Street
Providence, Rhode Island 02904

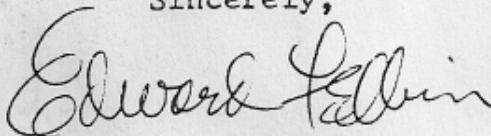
Dear Mr. Steingold:

Thank you for your interest in the SQUIRE SS 100. Enclosed please find the information you requested. Since the drive train and essential running gear are stock FORD (U.S.A.) there is no problem with parts. The car is designed for easy service. Our arrangement with Ford Motor Company permits Squire dealers to obtain parts at regular dealer discount from their nearest Ford dealer. Exterior parts, when needed, are available from our East Coast warehouse by air freight or truck. Going in expenses for SQUIRE dealers consist primarily of the cost of the cars themselves, not in parts inventories, signs, etc.

Our car will be exhibited in Booth 308 at the New York Auto Show from April 3 through 11. Please look us up if you plan to be there. We'll have cars in the U.S. in late spring.

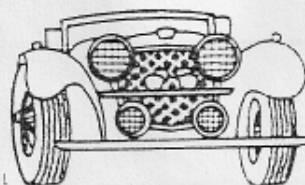
If I can be of any further service to you please don't hesitate to contact us.

Sincerely,



Edward Felbin
President

EF:mt
Encl



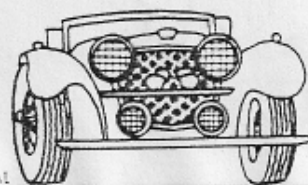
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2.

In order to be the exclusive franchised dealer for SQUIRE SS 100 cars in the Greater Providence, R.I. Market, you will be obligated to order and accept for delivery six (6) cars within one year of receipt of your first car. You will have eighteen months from receipt of your first car to reorder so that you may maintain your exclusive dealership. Obviously, we both hope that you will sell more than six cars in the first year - but this is a minimum.



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May 1, 1972

Mr. Sidney Schaffer
Stadium Motors
985 Main Street
Providence, R.I.

Dear Mr. Schaffer:

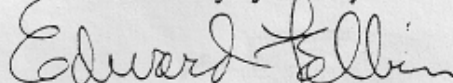
Thank you for your interest in the SQUIRE SS 100. If you will return to us the enclosed Dealer Application we will then direct all inquiries from potential retail customers from your area to you. If you are the franchised SQUIRE Dealer in Providence, there will be no other dealer in the Greater Providence Market.

As I told you on the phone today, the running gear is American Ford - with no modifications. Stock Ford engine, transmission (either 4 speed manual or Ford Cruise-O-Matic), Bendix Brakes and Autolite Electrical system. Our dealers are not required to stock any parts since stock Ford parts are available either from your nearest Ford Dealer or from your local parts wholesaler. Should you need a fender, bumper, lights, etc. for replacement to a damaged car we can ship to you by bus, truck or air from our parts warehouse in Philadelphia.

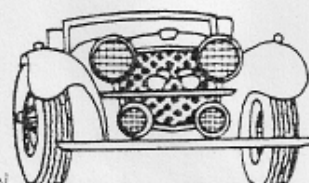
We'll have production cars here in July. Meanwhile, the enclosed literature should be of some interest to you. We will also send you a color sheet for paint colors, seat colors, etc. The small color snapshot I have enclosed was taken before the stone guards were installed over the headlights and before we had installed the wind wings. We were in a hurry to beat the rain. The yellow car, incidentally, is a production car with automatic transmission.

If I can be of further service please feel free to contact me.

Sincerely yours,



Edward Felbin
President



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CURTIS BUILDING • INDEPENDENCE SQUARE • PHILADELPHIA, PA. 19106 • (215) 627-0801

May 30, 1972

Mr. Sidney Schaffer, President
Stadium Motor Sales, Inc.
985 N. Main St.
Providence, R.I. 02904

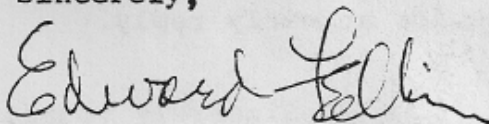
Dear Mr. Schaffer:

Thank you for returning your Dealer Application and the photos of your showroom and lot. We are happy to have you as the sole dealer for SQUIRE SS 100 in the Greater Providence market and will refer all inquiries from interested prospects to you.

In the near future you will receive color chips, etc. and an order form from us. We expect to have production cars in the U.S. in July and you will get a car for the floor just as soon as we can arrange it.

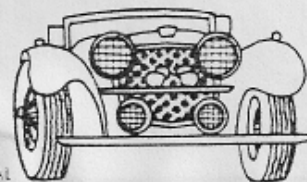
Meanwhile, if I can be of further service please feel free to contact me. And again my thanks for joining us. The agreed-upon minimum of six (6) cars within one year of the receipt of your first car should present no problem in your area.

Sincerely,



Edward Felbin, President

EF:mbt



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Dear Sir:

You are cordially invited to see the new SQUIRE SS 100 at a special dealer showing on Tuesday, May 26 from two until five pm at the Doral Country Club, Miami. As you probably know, Doral Country Club is very near the Miami Airport - about a ten minute taxi ride.

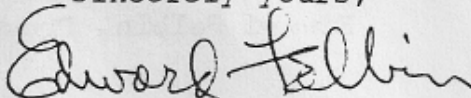
The SQUIRE SS 100 is built to rigid specifications, handles beautifully and is guaranteed to meet all Federal Regulations. It is a limited production vehicle manufactured in Milan, priced to sell at about \$6500 with possible modest escalation in price. Luggage rack and AM-FM Radio are supplied as standard equipment. The car may be ordered with Fordomatic at additional cost. Dealer markup is about 19%. We guarantee the final selling price for one year.

The Ford drive train bears the Ford Warranty. Dealers are not required to stock any parts. The engine, transmission, electrical system and suspension are all American Ford (brakes are Bendix) and obtainable from any Ford dealer at dealer's discount. SQUIRE SS 100 dealers are not required to buy any signs. Body parts will be warehoused on both coasts and available on overnight delivery.

A limited number of dealerships are available in protected territories for qualified applicants only. Kindly fill in and return the enclosed card at your earliest convenience so that we may know whether to expect you.

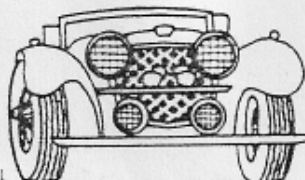
Thank you in advance for an early reply.

Sincerely yours,



Edward Felbin, President

EF:ln
encl.



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SQUIRE SS 100

The Squire SS 100 is an American concept of a famed classic style which recreates the elegance of the pre-war sporting machine with all the comfort and convenience of today's modern engineering. The car has been very carefully developed and raced and tested over a three year period and all the usual "bugs" of a new machine have been eliminated.

It is unlike a number of replicars of recent years which were made to be (hopefully) pleasing to the eye but, unfortunately, were not conceived as a car that would be genuinely enjoyable to drive. The Squire SS 100 has been designed by people with vast experience -- not just in automotive engineering -- but perhaps even more important -- with long experience in the sale and service of motor vehicles. With this kind of know how built in, the dealer who sells and services this car can do so with the full knowledge and assurance that his customer will be happy with the car he bought.

The Squire SS 100 is a fully integrated design. The box section ladder type chassis of 4 1/2" x 2 1/2" mild steel, with torsion bar suspension, was conceived and developed for its ultimate application for a "vintage type" sports car. This design completely eliminates cowl shake and suspension oscillation. Coupled with torsion bar suspension (found only in the Squire SS 100 among today's replicars) the result is an extremely stable, comfortable and rattle-free vehicle that captures the true sports car handling characteristics and flavor of another era.

The chassis was given every conceivable test at the Torino Polytechnic Institute in Italy and was proven to be rigid and safe and admirably roadworthy. Further testing was done for extensive periods at the Monza Autodrome in Italy where the Squire SS 100 competed very respectably with European Formula III open wheeled racing cars. The higher top speed of the Formula III cars enabled them to gain two seconds per lap on the Squire test vehicle which had 55 horsepower less than production vehicles. As a matter of fact, at the famed Lesmo Turn, the Squire SS 100 was repeatedly able to pass some of the slower Formula vehicles. While it is not our intention to build a competition vehicle, the handling characteristics of the Squire will satisfy the more spirited driver. Perhaps even more important from the standpoint of salability, these handling characteristics have been achieved without sacrificing the comfort in riding that every motorist wants.

- 2 -

The steering characteristics of the Squire SS 100 are light and responsive whether at speed or while parking. The light clutch pedal and fully synchronized four speed gear-box make shifting gears a delight. The servo assisted brakes assure quick stopping without heavy pedal pressure. For the customer who wants automatic transmission, the Ford Cruise-O-Matic Unit is available at additional cost and without sacrifice to the interior dimension of the vehicle.

The interior of this automobile was carefully designed to recreate the elegance, the feeling and the quality of cars of this era. Instrument faces, door panels, seats and carpeting are all style and color coordinated to equal the vintage appearance of the machine. Normal sliding seat adjustments are incorporated in the orthopedically designed seat, and seat back adjustments are accomplished through the use of world-renowned Reuter mechanism. The Mohair finish carpets are impervious to rain and mildew and are flame and spark resistant. A lighted cigarette dropped on the floor will not sear the carpeting. Cleaning of the entire interior may be done with normal household detergents and water and will restore the interior to its original new condition and hue. The leather covered, four spoke black steering wheel is pleasant to the touch in all weather conditions and is glare free in the brightest sun. The 5 1/2" black faced Jaeger instruments are perfectly spaced on the recessed, leather covered instrument panel for instant legibility. All instruments are accompanied by warning lights to insure warning of failure in any system.

The three ply canvas top was painstakingly designed to eliminate the problems which beset even the most modern design sports car. The top may be put up with one hand from inside the automobile. The side curtains are constructed of plexiglass and aluminum with a fabric covering that matches the top. They are snug fitting, simple to install, and in conjunction with the windwings, serve to keep the motorist dry and warm. Sliding panels provide fresh air and permit driver to pay tolls, etc. easily.

Fresh air heating and ventilating systems provide comfort in even the coldest weather. The well insulated interior and body design eliminate ingress of engine and transmission heat. The car is cool and well ventilated throughout the summer months. The design of the car provides ample space for the installation of a low-cost air conditioning unit, if desired. The engine compartment provides more than enough room for the air conditioning compressor, evaporator and hoses without hampering the normal easy access and serviceability inherent in the design of the vehicle.

- 3 -

Perhaps one of the most amazing features of the Squire SS 100 is the coachwork. The hand laid-up, one piece fibreglass body is without equal in the entire automotive industry. The body is devoid of seams, mold marks, waves or ripples of any description. The impeccable finish is attained through unique molding procedures which eliminate the need for the application of additional resin materials after the body comes out of the mold. Once out of the mold the Squire body is ready for painting. Uniform thickness found throughout the body and the use of a steel superstructure laminated into the panels prevent fatigue marks and cracking found in so many fibreglass structures today. All mounting brackets, hinges and tack points are fastened to steel members laminated within the body. The unique one-piece body, coupled with an ingenious method of fastening to the frame with metallic sponge insulators at all fastening points, virtually eliminates creaking, chirping, vibration and rattle and completely prevents elongation of mounting holes.

Squire SS 100 cars carry, as standard equipment, Carlo Borroni 16" Wire Wheels and premium tires. Bumpers are made of 2 1/4" Chrome-Moly tubing with a wall thickness of 1/4" - chromium plated. Bumpers are fastened directly to the frame with spring steel mounts. All cars are finished in Glasco hand rubbed lacquer, which, of course, is readily available throughout the United States and is used by Mercedes Benz, Porsche, Alpha Romeo and others.

The design of the Squire SS 100 has been carefully worked out with easy service in mind. All adjustments and replacements are easy to reach because of the spacious engine compartment and undercarriage design. For example: factory flat rate allowance for clutch replacement, inclusive of adjustments, is less than two hours. Complete engine removal can be done in two hours. All running gear, including the electrical system, suspension components and braking are standard Ford parts. Engine gearbox and rear axle are standard, unaltered Ford components.

The Squire SS 100 has been built to comply with all Federal Safety Standards. Exhaust emission control standards meet even the rigid new California requirements.

For the motorist or enthusiast who wants a true sports roadster with elegant design, quality construction, superb finish and the fun of driving a classic car without the usual problems of this type of vehicle, the Squire SS 100 is without equal in the automotive world.

AUTO SPORT IMPORTERS, INC.
Curtis Building
Independence Square
Philadelphia, Penna. 19106

(215) 627 - 0801

auto sport importers, inc.

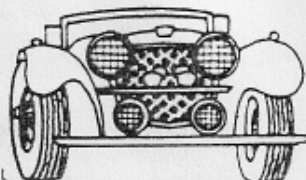
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SUGGESTED PRICE LIST FOR THE SQUIRE SS 100

<u>DEALER COST</u>		<u>RETAIL PRICE</u>	<u>GROSS PROFIT</u>
Squire SS 100	\$5385	\$6495	\$1110
Air Cond. Pkg	\$ 189	\$ 339 (plus labor)	\$ 150 (plus labor)
Automatic Trans	\$ 187	\$ 277	\$ 90

Power Steering Price to be determined

Hard Top (In addition to soft top) Price to be determined



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From: **LE**
 Sept. '90

A MAGNIFICENT
 LIMITED PRODUCTION
 VEHICLE...

POWER BY
 FORD...

BODY BY
 CARROZZERIA
 RAMPONI...

HAND CRAFTED
 IN ITALY...

MEETS ALL FEDERAL
 REGULATIONS...

FORD DRIVE TRAIN
 FULLY WARRANTED

1 YEAR^{OR}
10,000 miles...

LETR 7
 PAGE 13

SPECIFICATIONS

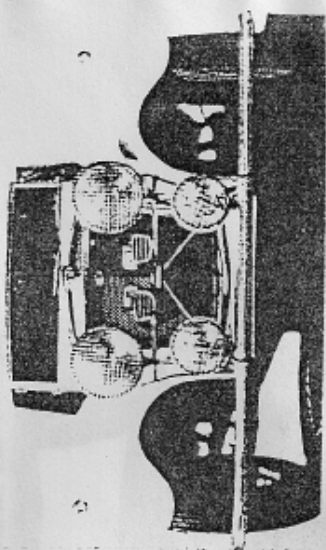
ENGINE	FORD
NUMBER OF MAIN BEARINGS	7
CYLINDERS	6
BORL	3.68
STROKE	3.91
DISPLACEMENT	250 CUBIC INCHES
B.H.P. AT 4500 R.P.M.	170
TRACK FRONT	59.00 INCHES
TRACK REAR	58.95 INCHES
WHEEL BASE	104½ INCHES
LENGTH O.A.	150 INCHES
WIDTH	61 INCHES
HEIGHT O.A.	44 INCHES
CURB WEIGHT	2200 LBS.
MAXIMUM SPEED	26.8 M.P.H. PER 1000 R.P.M. OR 120 M.P.H.
TIRES	600 X 16 CEAT
ELECTRICAL SYSTEM	AUTO LITE 12V
FUEL CAPACITY	22 U.S. GALS.
WHEELS	CARLO BERRANI 16 INCH
INSTRUMENTATION	
SPEEDOMETER TACHOMETER OIL PRESSURE AMMETER WATER TEMP. FUEL LEVEL	
JAEGER 5½"	
CLUTCH	SINGLE DRY PLATE 10"
GEAR BOX	4 SP. CLOSE RATIO, 4TH SP. 1.0 OR 3 SP. CRUISE-O-MATIC
REAR AXLE	3.250
FRONT SUSPENSION	TORSION BAR
REAR SUSPENSION	SEMI ELLIPTIC LEAFSPRINGS
STEERING	2 F. RECIRCULATING BALL
BRAKING SYSTEM	BENDIX DRUM, 251.30 SQ. INCHES
CHASSIS	LADDER TYPE BOX SECTION
COACHWORK	6 PLY FIBERGLASS
TOP MATERIAL	3 PLY COTTON DUCK BLACK
UPHOLSTERY	GENERAL TIRE "CAPRA," BLACK OR BISCUIT
PAINT FINISH	GLASSO LACQUER: RED, GREEN, CREAM, YELLOW, SILVER BLUE METALLIC

Importer, Inc.

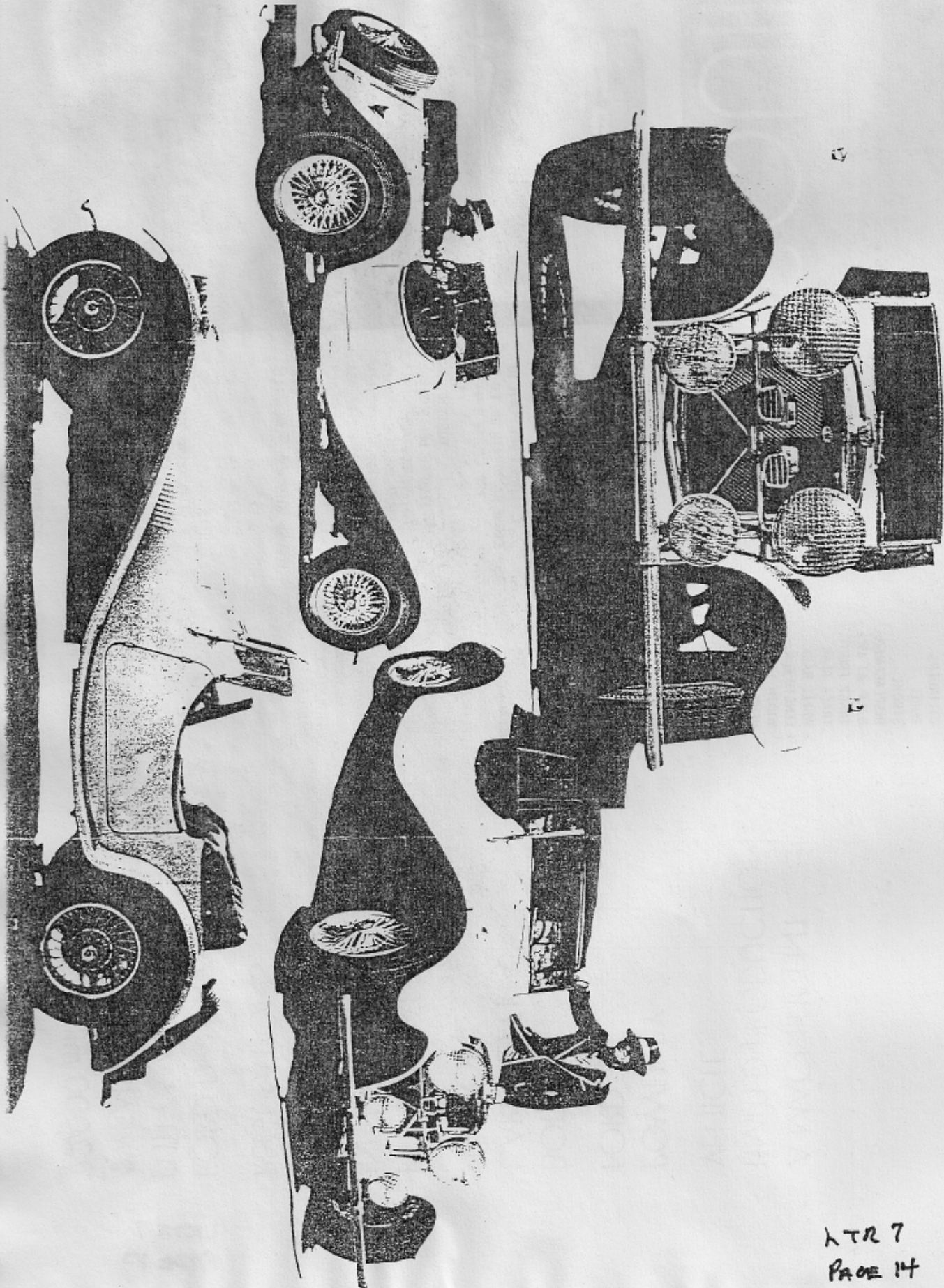
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SQUIRE



\$5100



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