

SQUIRE SS-100 CLUB

Clbcom 9
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We are placing adds in two new publications. The Round-Up, a for-sale type publication out of Jane Lew, WV who accept free picture adds. Have also spent \$28.00 of our money for a picture add in Auto Traders national edition of the Old Car Book. Both of these should be out in late Spring or early Summer. Our club will also have a free listing in Hemmings Yellow Pages which will be out early next year.

Speaking of free listings, our club is now nationally listed thru National Auto Action Hotline in Salem, OR. Thru them we got the name of the Registry Of Italian Oddities and are now listed with THEM. The latter group gave us the name and address of the Intermeccanica Owners Club. I have written to them twice with no response. Registry sent me a printout of the Intermeccanica group and there are no Squires listed. However, our friend Rick Pompilii (Philadelphia) is listed as an owner of an Apollo Vetta Ventura. How long ago was that Rick?

John deBoer of the Registry of Italian Oddities in San Francisco would like to list each of our cars by owner and registration number. I wrote some weeks ago and advised that none of us (As of that writing) had knowledge of a factory assigned ID (Or VIN #) but each of us had State assigned IDs. He wrote back and said he would still like to list our cars. He said "I would still like to have any VIN numbers, even those assigned by various States. Note that it was mandatory for chassis VIN numbers to be stamped in some metal (chassis, firewall or ??) portion which was not removable. This started on 1959/61. It is not impossible that a few specialty cars slipped thru". I see no good reason why we shouldnt list our cars with RIO. If you fellows agree, send me a post card with your assigned ID number and I'll send it along to RIO and keep it updated.

A MYSTERY SOLVED: When I purchased my Squire one of the first body flaws I noticed was some poorly patched holes at the top of all four fender wells. I assumed them to be vibration cracks. I also had an extra set of wires in the rear that worked with the headlights but had been taped off and tucked up behind the gas tank. Someone else mentioned that they had noticed the same situation. Tim Sharon (Los Angeles) sent me two great snaps of his car that show clearance lights mounted at the top of each of his fender wells and he thinks they were factory installed. He seems to be the only one to have them intact if they were shipped with all our cars?

By the way, Tim & Paddy Sharon are now official members of the Squire SS-100 Club. Tim purchased his car in January 1977 and the story is more than a little interesting. He answered an add in the L.A. Times placed by an attorney named Charles E. Greenberg who had acquired the car as part payment for handling a divorce between John Derek and Ursula Andress. The car had a dealer sticker from Krouse Forman Oldsmobile in Cherry Hill, NJ. Tim called there and talked to Al Lichtenstein, a part owner of Crouse Forman, who has a slightly different version of the start-up story of the Squire.

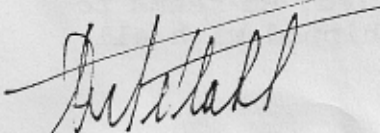
According to Lichtenstein, Frank Ford, a radio personality and auto hobbyist in Pittsburg, PA had a close friend who acquired an original Jaguar SS-100. During restoration they made an off-body fiberglass mold to produce the replicar to be built on prototype contract by Carrozzeria in Italy. Lichtenstein gave Tim some information as to the Ford car parts that were used on the drive train (Which are pure baloney) and went on to say that most of the interior parts were from the Fiat line of automobiles and that imports to the U.S. were stopped due to Ralph Nadars influence in 1972. This was due to crash bumper standards and lack of a roll bar on convertibles.

He went on to say that several units were delivered to dealers on the East Coast and several more were held up for three years by B.D. Kausman & Co. in Kinner, LA at the docks. Again, according to Lichtenstein, twenty five units were produced and nine to thirteen units were shipped to the United States. After the original 25 prototypes, the production was to be built in England by the Squire Body Works in Surrey. The Squire factory was started by a young engineer working for Jaguar in 1938. He felt that the SS-100 was not up to his standards. He built five custom Squires in 1939 then ceased due to demand and high cost. Hence the name "Squire SS-100 was adopted to the automobile.

(Tim, by the time you read this you will have had time to read the first eight CLBCOM letters that I mailed and will see the huge difference in information that we have acquired so far. I am sending a copy of this club letter to Frank & Paula Reisner at Intermeccanica to see if they can confirm any of this?)

Tim also sent us some names of other Squire owners that he had contacted in '82 & '83 in Nebraska, Illinois & Georgia. I passed these along to Lee Craft (Baltimore) who ran them down by telephone and they all turned out to be blind alleys, alas. Last, he sent us what appears to be a dealer price and data sheet and I've included a copy.

Many thanks for this information, Tim. It's the damndest thing. The more 'Facts' we acquire the more confused I get. More next month.



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Always Something Special!

SQUIRRE SS-100

SPECIFICATIONS

Engine.....	FORD
Number of Main Bearings.....	7
Cylinders.....	6
Bore.....	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.....	104 1/2 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.....	Pirelli Radial
Electrical System.....	Auto Lite 12V
Fuel Capacity.....	15 U.S. Gals.
Wheels.....	Dunlop Chrome Wire
	Speedometer
	Tachometer
Instrumentation.....	Oil PressureJaeger 5 1/2"
	Ammeter
	Water Temp.
	Fuel Level
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.....	Z.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
Paint Finish.....	Glassco Lacquer: Romantic Red, Willing White, Youthful Yellow
Optional:	AM/FM Stereo Radio
	Wide White Wall Tires
	Automatic Transmission
	Air Conditioning

LIST PRICE: \$12,500