

Squire SS-100 Registry

CLBCOM 103

JULY - AUGUST, 2000

CHASSIS #43 IS FOR SALE

Member Ricardo Macias called to say he's moving back to old Mexico and he will not have the wherewithal to keep his Squire down there so he's reluctantly putting it up for sale. The car is yellow with black fenders, manual transmission and has 19,000 original miles on the odometer. From a photo he sent I note that he is missing all the bumpers and the headlights and taillights have been changed. For more information and pricing you can call him at Area 956+668-9368 or email to Ricardo2Tex@aol.com He travels a lot so he may not respond to you without a delay.

CHASSIS #47 IS FOR SALE

Member Jerry O'Keefe called to say his age and worsening diabetes have advanced to a point where he has made the decision to very reluctantly sell his roadster. It's Squire yellow with a manual transmission and 8,500 original miles on the odometer. Jerry says that all the pieces are there except the plexiglass in the wind wings. He also states that the gas gauge does not work (do any of them?) but the roadster comes complete with a clean pine stick. You can contact Jerry by mail or phone at 816+363-1179 but he works the second shift at a Kansas City newspaper so does not answer his phone before 11:00 AM or after 4:00 PM.

PRICING THE SQUIRE SS-100 FOR RESALE

Here's a subject I've avoided for a very long time but I guess the time to address it has arrived.

First, I have never personally seen a Squire sold without a good reason, health and age being the most often given. The owner seems to call me first and asks me to include the sale in the newsletter although I remind him that the letter only goes to folks that already own Squires. Then his next question is what do I think it's worth? That one really chokes me up and I'm never sure what to say because (A) I am not a professional appraiser and (B) I rarely have seen the car he's putting up for sale. I usually try and duck the question if possible because no matter what I say -- it's wrong! If I'm backed into a corner my only refuge is to offer what the last few Squires were sold for but that triggers the question: "But what about the glowing reports you've described from the NADA resale publication"? Well, here's how we arrive at that answer folks, and you'll have to bear with me because it's a long involved story.

(Continued)

I guess that no one but Frank and Paula Reisner of Intermeccanica and Ed Felbin of Auto Sport Importers know the complete and accurate story but one thing we DO know for sure is that there were lots of pauses and false starts in the production schedule of the Squire SS-100. It's seems apparent that there was no serious quality control program in Italy and this left some fairly obvious defects in the total package when the cars were shipped to the USA. This was further complicated by the fact that many Ralph Nadar inspired safety regulations came into effect at that time and completed cars had to be redone with some major changes, much of it to the wiring and that complicated things no end. What finally arrived in this country was most certainly not what Mr Felbin envisioned when he founded the program. Member Dave Kaufman, who acted as a dealer for many of the Squires sold nationwide, has some hilarious stories to tell about parts falling off, 1000 then 5000 mile cracks appearing in the fiberglass, tires that had to be removed because they were to hard or the wrong size and so on.

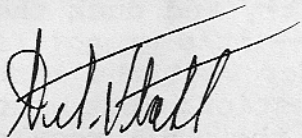
Now, add to that the fact that the cars are 25 years old and have had lots of owners and back yard mechanics hacking away at them and you arrive at a car with lots of problems to be fixed before you arrive at a decent resale value. Just ask the owners of completely restored Squires about the problems and expense they faced. I'll send you a complete list of them on request.

A FORD (BORG-WARNER) T-5 TRANSMISSION IS FOR SALE

Member Jim Dimond advises that his 5 speed T-5 tranny is for sale. It's the World Class model from a 1989 Mustang V-8 and comes complete with a brand new Hurst shifter. It's ideal for overdrive conversion on a Squire that is now a manual shifter. Terry Becker can also furnish the necessary conversion parts and you can install it yourself or have it done locally. Your present 4 speed is also completely resaleable. The street rod guys love them. Call Jim Dimond for pricing at 623+581-9892 after 5:00 PM PDT.

AND ALWAYS REMEMBER

There's more ways to skin a cat than stickin' his head in a boot jack and jerkin' on his tail!



"NUMBER 3"

I'm one of the newer Squire owners and thought some of you might get a kick out of how I happened to fall into finding car number 3.

Two of my younger brothers and I had just come off of 10 years of professional Hydroplane racing, had sold the racing operation, and purchased a very well established auto repair shop in our old neighborhood. We've all been old fashioned and muscle car junkies since birth (Mom swears that my oldest brother's first words were Studebaker!) and while business was pretty good, we couldn't resist buying up some old hi-performance cars to tinker with. One of them was an AMX that had been built for the drag strip in the late 80's. It was great fun...we terrorized the neighborhood for a couple months, then lost interest and parked the little monster in my barn. Come spring every year, my neighborhood has the worlds largest (or so they think) garage sale, and I had parked the AMX on the side of my front garage a couple days prior.

About half way thru "Garage Sale Day", this character comes wandering up my driveway. My first thought was to run for it! This guy is the reincarnation of Captain Blyhat, eye patch and all! Apparently he'd seen the AMX with a FOR SALE sign on it and decided to check it out. After a couple minutes of pickin' and pokin', he made his pitch. "Hey....how would you like to trade this thing for a fiberglass kit car?" he says. "It looks like an old MG-TD, has a Cobra frame and a six-cylinder Mustang motor and a 12" Ford rear end. It's really rare...I think there were only a couple thousand made. It needs paint and some TLC but it's all there." Well, goofy as this guy was, and lame as his pitch was (a 12" rear end and Cobra frame???) I couldn't resist checking it out.

A couple days later I went over to his garage, and there was Number 3....flat tire, all the chrome off, and some yahoo had cut all the wires off of the lights in an attempt at getting it ready for paint. He was right, the only thing missing was the leather strap and chrome strip for the hood. It was pretty ugly though, top ragged and dry rotted, paint all faded and checked, but it had some potential if it ran and really wasn't bad for having been stored (stored is a bad analogy...parked is a better one) for over 10 years. I went home and hit the Internet, eventually getting to Art Stahl. We had a real long conversation and some e-mail messages that followed but it didn't take long before I got the bug. My brothers and I went back a couple days later, disconnected the gas line so it wouldn't suck up any of the slop in the tank, squirted some carburetor cleaner down its throat and "ZOOM" the little bugger lit right up.

Needless to say, we made the trade that day. Our first thought was to put it back together and sell it. But the more I played with it the more I wanted to keep it, which is exactly what I did. As it turned out, we drained the gas tank and flushed the system, changed the oil, checked all the fluids and repaired a brake line and away I went. I put about 600 miles on it before it was time to go into the barn for the winter.

Unfortunately some pretty ugly back surgery keep me from doing anything over the winter, but as we speak, Number 3 is up on stands, stripped down and about 3 or 4 weeks away (I hope) from getting a fresh coat of paint.

Because the car only had about 12k miles on it, it needs very little nuts and bolts stuff, but thru the summer I intend to touch everything mechanical (just to freshen everything up) as well as spiff up under the hood with some braided hoses and chrome. One of my brothers owns a trim shop so new carpeting and top will probably be the next project near the end of the summer.

I've attached a picture of Number 3 in front of my barn last fall before tearing it apart. Hope to bring it to one of the Squire outings if we can try to get just a wee bit closer to the eastern half of the country.

Tim Wiegand

A VERY IMPORTANT ANNOUNCEMENT

Tired of folks asking you if your Squire is a kit car? Did you make it yourself? Two of us in the West solved that by installing some beautiful enameled Intermeccanica badges on the radiator shell of our Squires. Unfortunately, we seem to have found the last two available and I've been searching for a source for more with no luck until Tim Marriott of the Intermeccanica Owners Registry put me on with a small company in Victoria, BC. who produce a badge in gold, red & blue that just fits our shells with some 3-M tape. (See sample below which is slightly smaller than the actual badge).

Since Ed Felbin closed down Auto Sport Importers and Intermeccanica seems to have no continuing interest in our Squires we've become orphans - until now. By adding the badge to your grill you achieve international identity with a worldwide manufacturer.

I can put a badge in your hands and ready to install for \$35 each but I'm leaving for six weeks on 7-11-00 and I'd like to get this order placed in Canada so if you want one, RIGHT NOW call me at 480+893-9451, fax to 480+705-6649 or email to: Squirepal@aol.com I can't go back later and increase the order without a penalty. You can mail me the funds after you contact me.

