

SQUIRE SS-100 CLUB

Clbcom 15
September 1991

Before I forget it, Bill Adams called me from Mississippi to give me his VIN Number (Which is 11044545) and while he was on the phone he said he plans to install a power brake system while he has his Squire all torn apart. He would like to use a small vacuum booster/master cylinder from a late model Ford product like Mustang 2, ect.. He would relocate the pedal from the floorboard to an overhang system on the firewall. Whatever works Bill, let the rest of us know what parts you used. Some of the guys in the Arizona Kit Car Club have been installing the smaller Jap units like the 1980 Nissan 200SX, about half the size of a comprable American brake setup.

Another "Before I forget it". While I was in California I noted a small area on the top of Ed Spielman's radiator tank had the paint worn away and was brass. I took a little polish to it and it really looked nice. When I got home I removed my radiator from the chassis (I also had some other things to do - I'm not that ambitious) and stripped the paint from the tank-top only. Now, every time I walk thru the garage I rub down the tank with some very fine rubbing compound and you cant BELIEVE how striking it is - real classic car class. Warning: Once you start you either have to polish it once in a while or repaint it.

Will now leave you to pack a bag and head for "Down Under". The next voice you hear will be Mr Ed Spielman:

Ed Spielman
18831 Kinbrace Street
Northridge, California 91326

September 19, 1991

The Squire SS-100 Owners Club

Hi, and greetings from Northridge, California.

Art Stahl is in Australia this month so it has fallen upon me to take a shot at the monthly newsletter.

Ed Felbin, creator of the Squire SS-100, was kind enough to send me some super rare photographs of the Squire at its Tavern On The Green press debut in 1971 and some photos of himself at the Intermeccanica Factory in Trofarello, Italy where the SS-100 was made. I have notated the photos to go with the cars history (see previous newsletter).

Again, my thanks to Ed Felbin for the wonderful photos.

John Fulton, sent me a letter in which he identified the mysterious Playboy issue in which the Squire SS-100 appears. It is the issue of February, 1972, the Potpourri section, page 170. It is a 4x6 bit on the car. You can find this on microfilm in some libraries.

Our thanks to John Fulton for unearthing this research.

Our special thanks to John as he is putting together a 'Squire SS-100 Owners Manual'. This will be invaluable to club members in that this will be the first document to reference parts, part numbers, describe modifications, etc. Our thanks to John Fulton for his expertise and hard work on this much needed manual now in progress.

ATTENTION: JOHN FULTON

Speaking of identifying parts... TOGGLE SWITCHES

I always wondered about the make and value of the black toggle switches on the Squire SS-100's dashboard. I recently went to the prestigious Beverly Hills Classic Car Show. There, I peeked inside a beautiful Lamborghini 400 GT. Guess what? Same toggle switches. As with much of the Squire's assembly, some first rate parts were used. We have not as yet identified the make of the switches, but this I.D. with the Lamborghini should help.

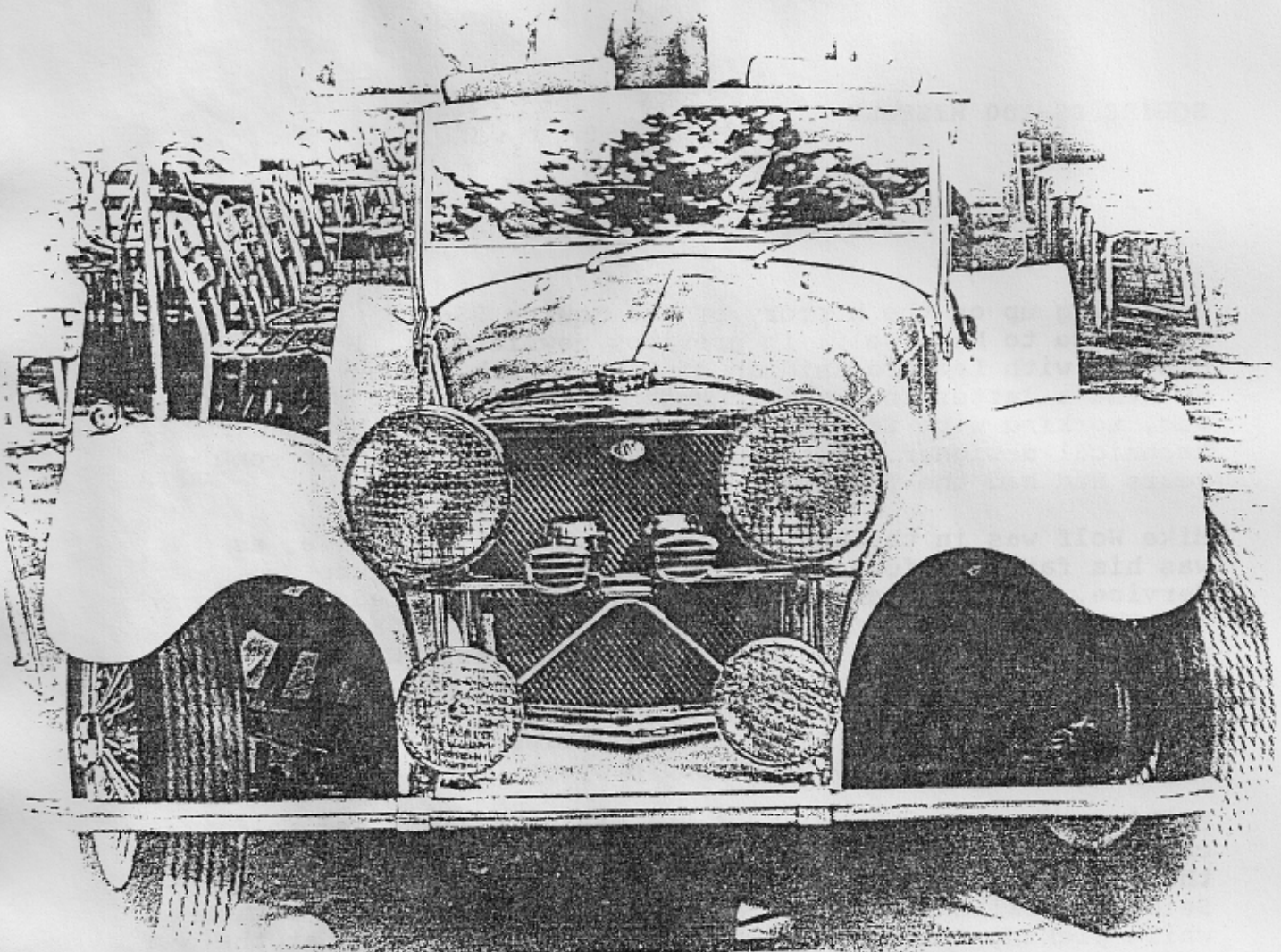
SQUIRE SS-100 HISTORY:

MIKE WOLF
Principal Technical Designer

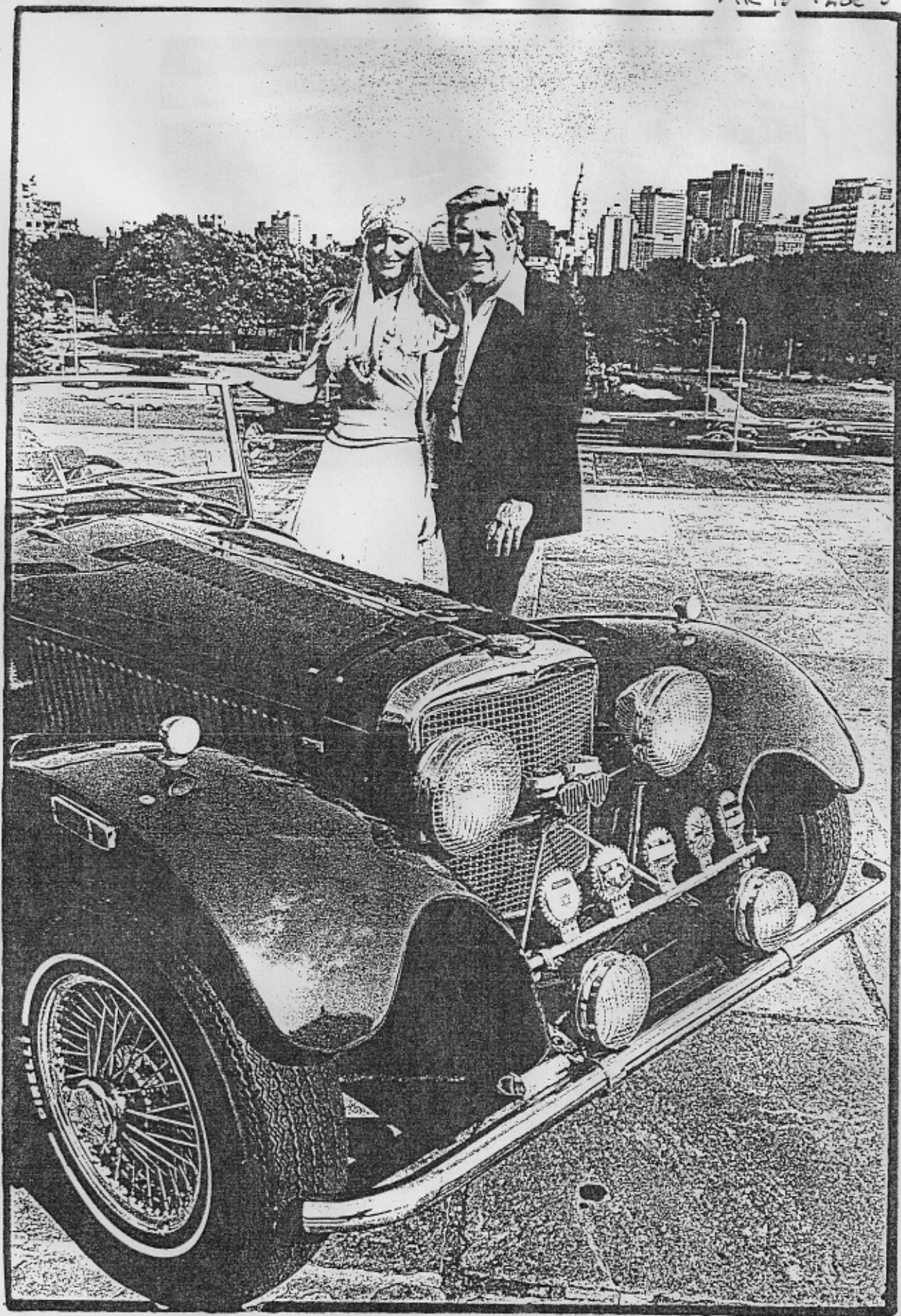
Following up on the history of the Squire SS-100, (see reference to Mike Wolf, in previous newsletter). I have made contact with Leonard Seidman of Elkins Park, Pennsylvania. He sent a letter to Hemmings Motor News regarding Mike Wolf who, working with Ed Felbin, was the Squire's principal technical designer. Seidman worked for Mike Wolf for some years and had the following recollection:

Mike Wolf was in the automobile business all his life, as was his father before him. Mike owned Imported Auto Service, an Alfa Romeo and Saab dealership located at 22nd and Cherry Streets in Philadelphia. Ed Felbin, a sports car enthusiast, was one of Mike Wolf's customers. Wolf was mechanically astute, personally charismatic and employed many Italian mechanics on the Alfa side of his dealership. He was also gifted of the entrepreneurial spirit. Wolf lent his efforts to the Squire SS-100 project.

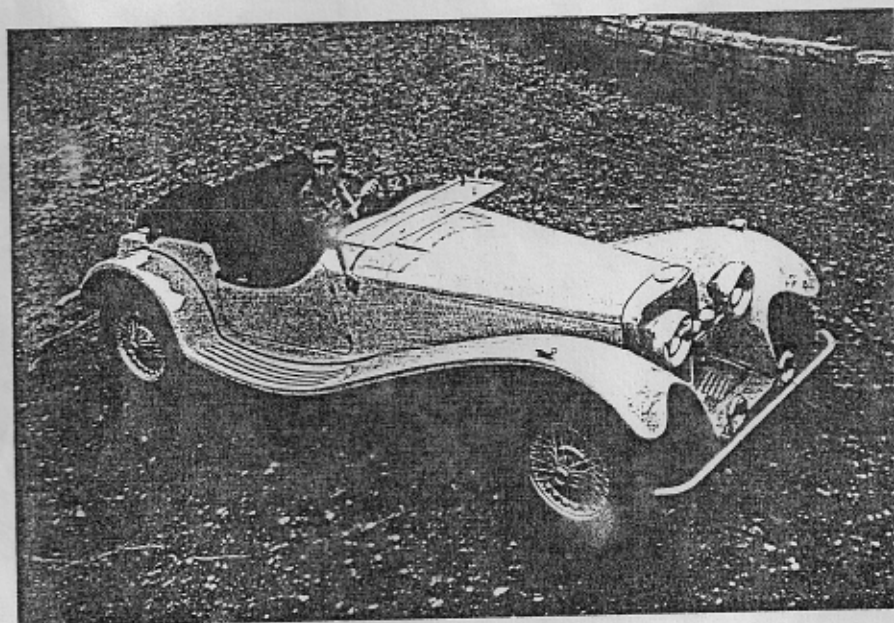
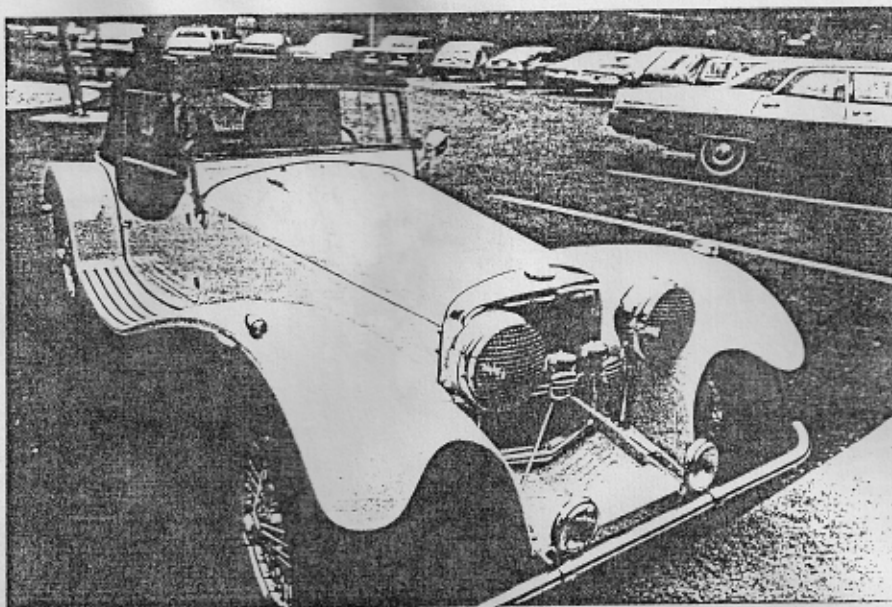
Felbin underwrote the cost of the Squire SS-100, and Wolf carried the technical design area. Felbin and Wolf were then both involved in the Italian connection. Leonard Seidman recalled that Mike Wolf actually had a heart attack while picking up or delivering a Squire Ford engine at the airport. Mike Wolf passed away at an early age, in his 40's. His energy and technical knowledge helped to create the vision of the Squire SS-100, a classic vehicle designed for a new era.



Tavern On The Green, New York, 1971.
Squire SS-100 as introduced to the press.



Mel Farber, first owner of a Squire SS-100,
posing with his fiancée, Georgia Malick and his new sports
car. As seen in Philadelphia Evening Bulletin, June 10,
1974.



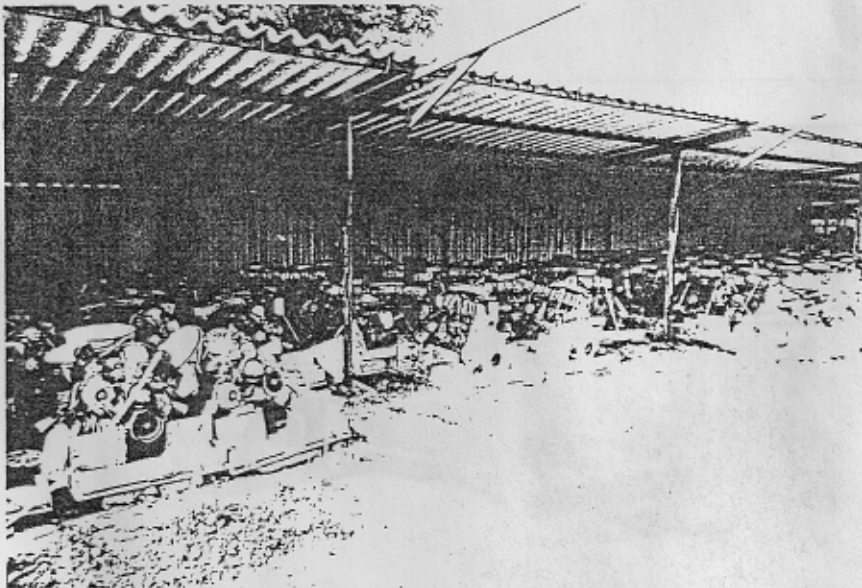
Circa 1971.

Ed Felbin behind the wheel of a prototype at Intermeccanica factory, Triuggio, Italy.

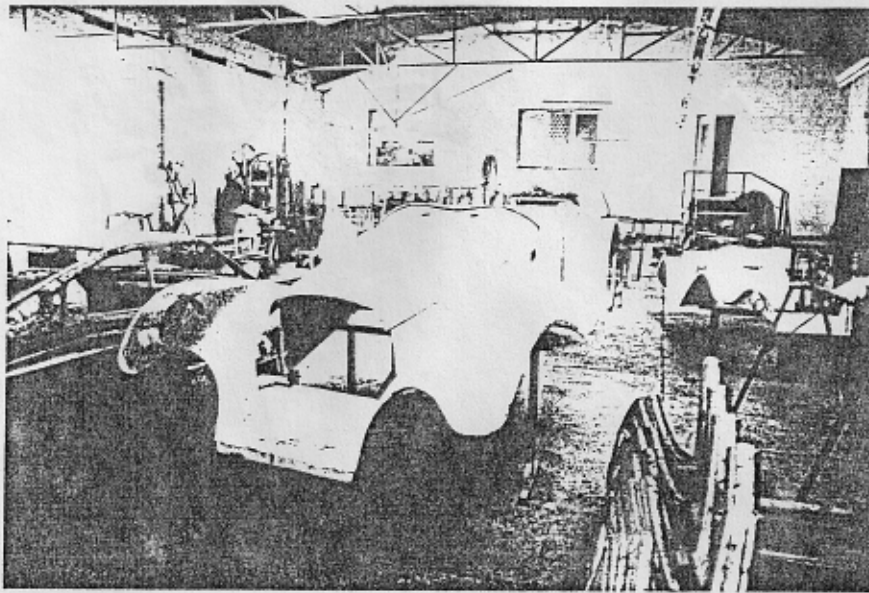
** Note flip-down windshield. U.S. Department of Transportation would not approve it. This was the only flip-down made and not exported. All Squire SS-100's were produced with fixed vertical windshields.



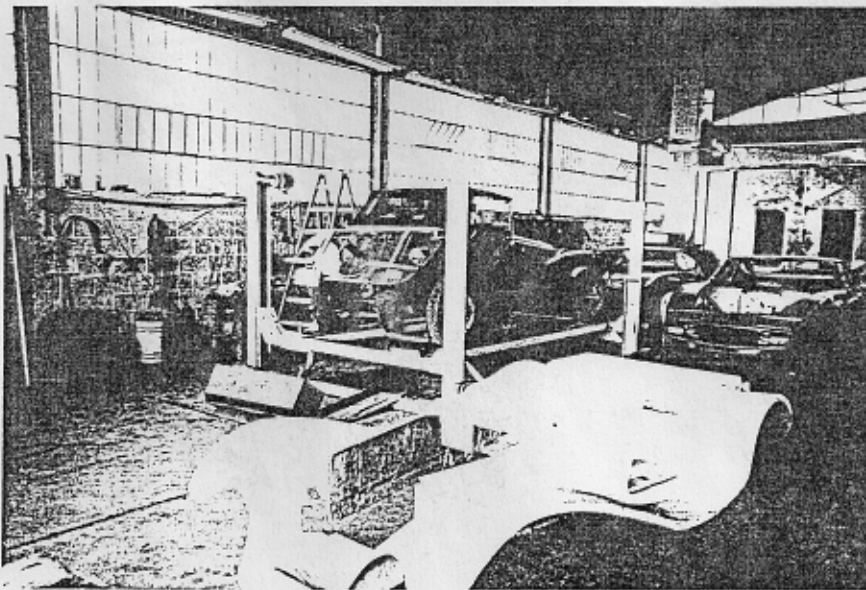
Intermeccanica factory.
Squire's being assembled.

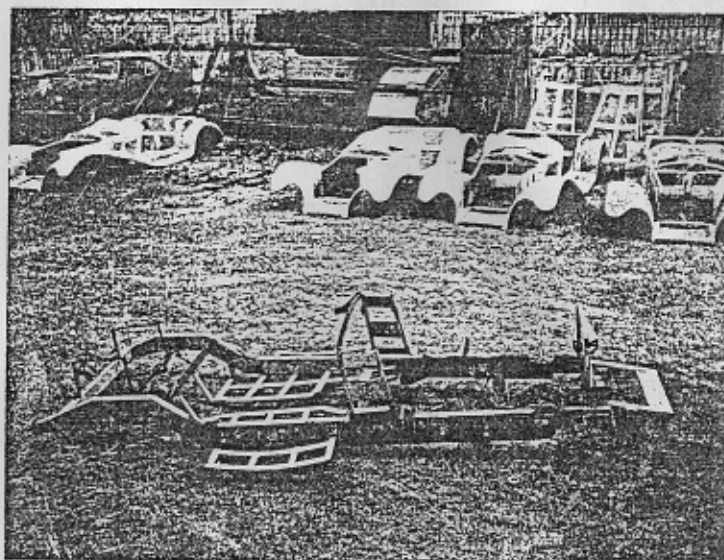


The Intermeccanica factory, Trofarello, Italy.
Squire-Ford power plants on pallets awaiting their chassis.



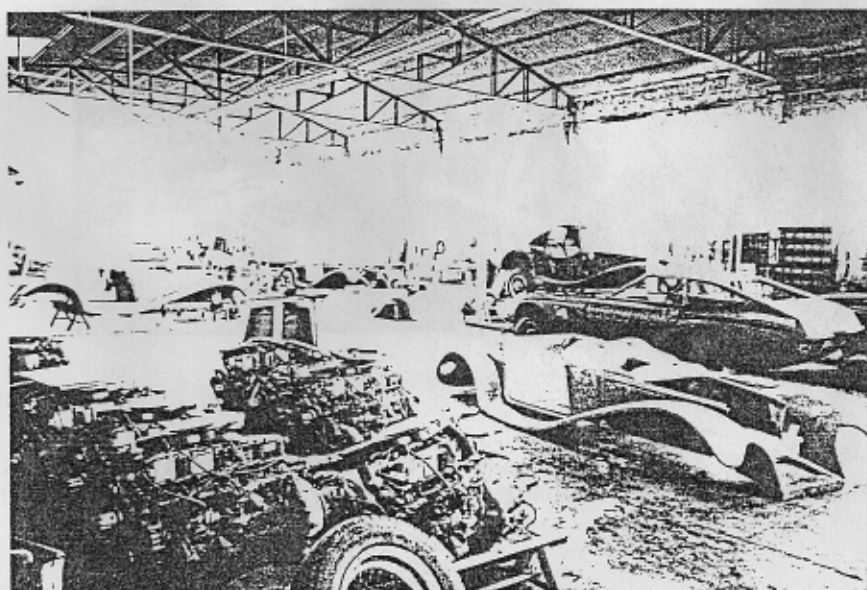
Intermeccanica factory.
Squire's being assembled.

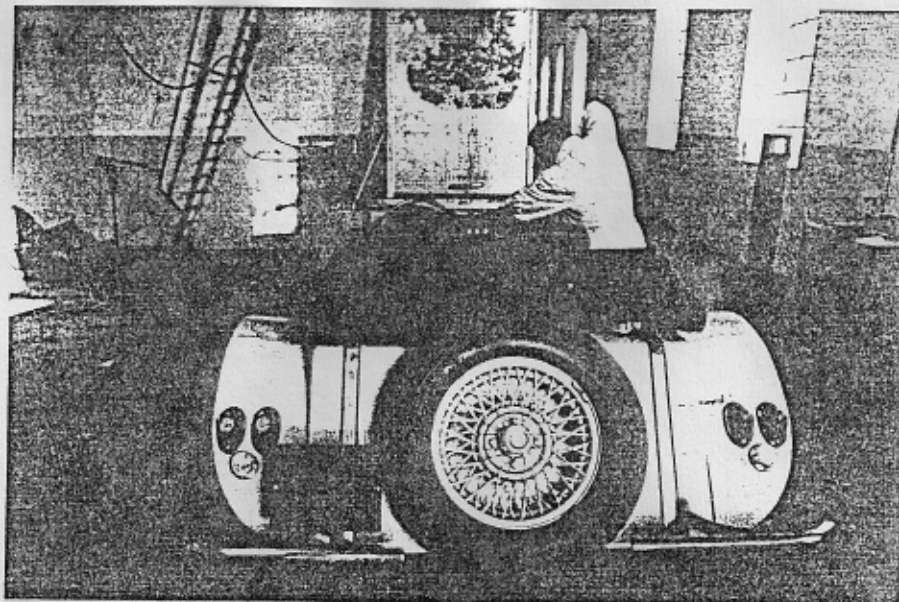




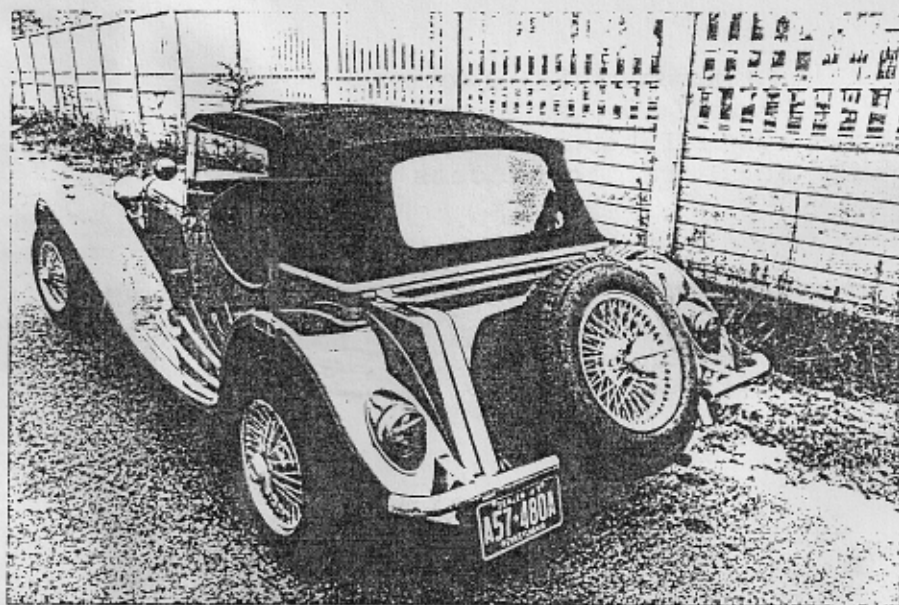
Intermeccanica factory.
Squire's being assembled.

Intermeccanica factory.
Squire's being assembled.
Note other Intermeccanica vehicle,
probably an Indra, in process of assembly.

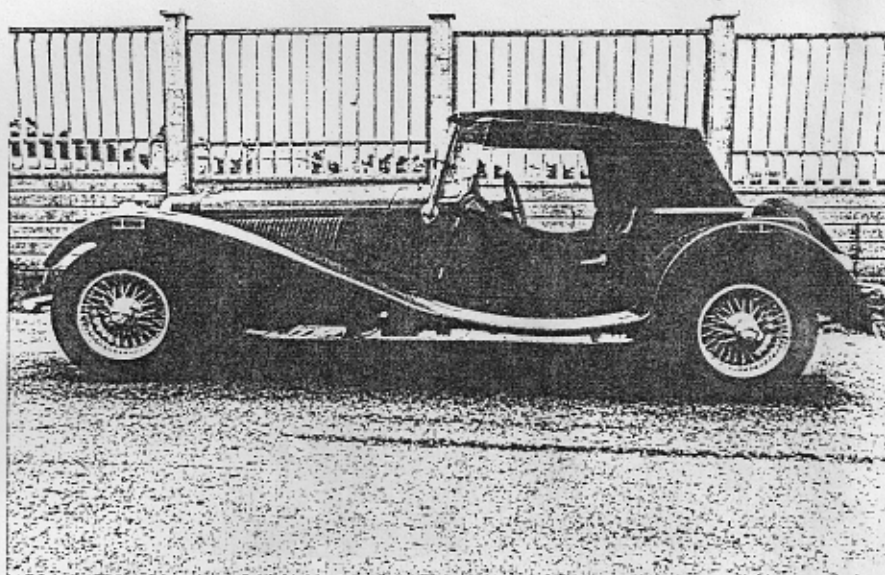
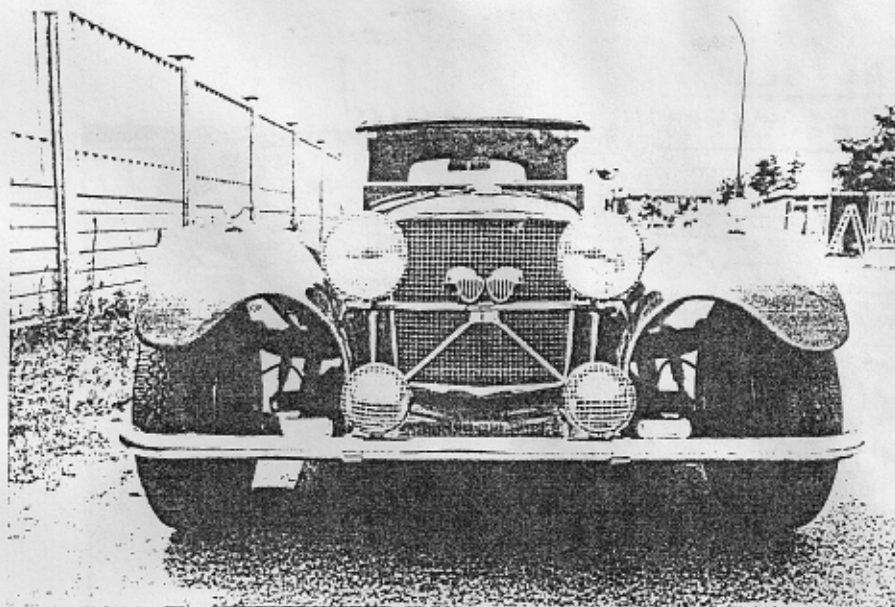


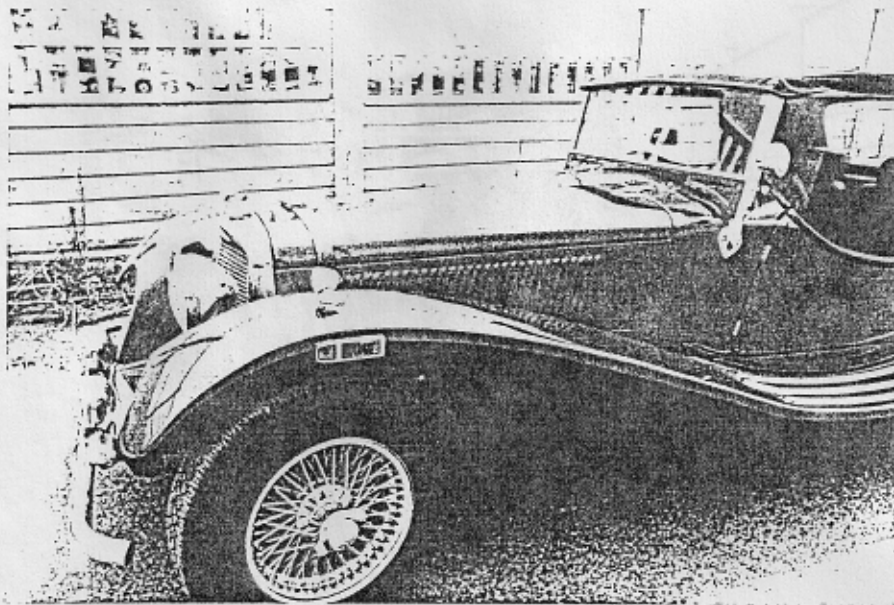


Intermeccanica factory.
The early prototype. Note non-standard rear lights.



Triuggio, Italy near Fiat storage yards.
Note early non-standard spare wheel hub.





Triuggio, Italy. Early Squire SS-100
Note non-standard fender light and "eared" knockoff hub.
These were ruled illegal for import to U.S. All Squires
came in with octagonal hubs as standard.

