



SQUIRE SS-100 CLUB

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A few weeks ago Jean and I took our Squire on the Old Route 66 Fun Run and on our return to Phoenix we stopped on the North side of town and showed our car to an old friend, Bill Lieske (Pro:List-key) who, with me, was one of the co-founders of the Arizona Kit Car Club. Bill liked the car so much he wanted to know if there was one he could buy, take apart, rebuild and put back together, much as I did. I put him in touch with member Bill Adams in Mississippi whose Squire has been for sale in an already-taken-apart condition. Bill Adams made a video tape of his car and mailed it to Phoenix and after review, the two Bill's agreed on a price by phone and as of this writing Bill Lieske and I are planning to drive back to Marietta, MS and tow the crippled Squire back to Phoenix, visiting John Fulton in Dallas on the way. Should be an interesting trip. More next month.

By the way, after mentioning the subject of "Kit Cars" there is another matter I should share with you. For a multitude of reasons, most of them valid, some real stigma has been tacked on to the words "Kit Car", so much so that you can plan to knock off five to fifteen thousand dollars on the resale value of the car if you use them. While this makes a lot of people very mad it's a fact of life that should not be ignored. When I purchased my Squire someone had attached a genuine Jaguar badge to the radiator shell. I compounded it by adding a leaping jaguar to the radiator cap and installing a real Jaguar ear-type knock off on the spare tire. What I wound up with is another Jaguar SS-100 "Kit-Car" look-alike and at the two car shows I've attended since completion of my restoration people come up and say "That's a kit car, right?". My explanation that it's a FACTORY BUILT COMPONENT CAR fall on deaf ears and they walk away amused and then I'm mad. So, I'm grimly determined that I'm going to drive a Squire and I'm going the other way. I have re-installed my original spare tire knock off, have removed the leaping jaguar from the radiator cap and replaced it with a griffin and I'm having an engraver make a radiator shell emblem that says "Squire". When folks say "Tell me about it" I reply "It's a 1930s Neo-Classic". Webster describes neo-classic as "Of or relating to a revival or adaptation of the classical style", and for my money that says it all. Believe me friends, our Squires will wind up being worth a lot more than any kit car ever produced.

You will recall that some months ago member Ed Spielman had his Squire trucked to Phoenix to have Terry Becker here in town make some extensive modifications. Ed flew back to Phoenix this month and left for Los Angeles in his much improved car - a very happy man. I invite Ed to submit a few words on these alterations for inclusion in one of the next newsletters. Gosh, it's great to see a man so happy he giggles.