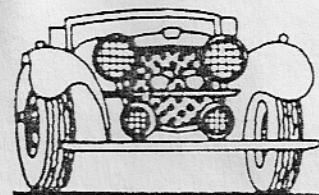


CLBCOM 35
May 1993



SQUIRE SS-100 REGISTRY

Another Squire has surfaced but all I can give you at this time is the new owners name. Meet Bob & Sherrill Murray - 716 N. Mineral Springs Road - Durham, NC 27703 - Home:919+596-7075. Bob and his wife operate a seafood restaurant in Durham and he has collected (and traded) cars and automotive literature for many years. If any of you have any auto brochures or other data, including kit car stuff that you want to part with, send them along to him.

A few years ago Bob purchased Squire # 11039545 from an estate. The car had been in dead storage since it had been purchased new and had never been titled. It sat long enough for the top to rot and he replaced it. He then got caught in one of those "deals you cant pass up" and traded it in a four car swap to a fellow in Winchester, Va. who sold the Squire to member Lee Craft (Maryland). Another "small world" situation.

Bob has just attended the recent Old Car Show at Carlisle, Pa. and bought another Squire that by some miracle had escaped the bone yard. It's tan with brown fenders and the wire wheels, tachometer and some of the top bows are missing. At this time he does not have a complete inventory of missing parts but he does plan a body-off restoration. There is also no serial number or a clear title so the car may wind up with Bob Potter and me at the bottom of the serial number roster. Lee Craft was also attending the Carlisle show and while he did not meet Bob Murray, he left a note in the Squire and that's how we got together.

Bob has come up with another interesting Squire tid-bit. In his literature collection he had a brochure, copy attached, from Mac Gregor's Auto Sales in Brooklyn, NY that explains how the Beckwith and Cunningham cars got that way and debunks the rumor that these conversions were done in Europe. Suprisingly, Mac Gregor's are still in business and I have written to them with no response as yet. He also is following up on a story concerning a fellow named Ron Ayres of Carolina Classic Autos in Simpsonville, SC who sat on ten Squire's caught in a bankruptcy action and they were stored in an open field with weeds growing thru the wheels. More on this if we can confirm.

I have been friendly with Bill Moore, Editor of Kit Car Illustrated for some years and he called me a while back and wanted to do a story and photo layout on my Squire. While I'm not crazy about the kit car association I sure like the free publicity about our search for the balance of the Squires so I agreed. He called me this month and said the article is scheduled for publication in the October issue. I'll be glad to xerox the article pages for anyone that cant find a copy on the news stands. Just let me know.

A friend of mine had to spend a weekend in St. Louis and to kill time he rented a car and drove to Boonville, MO to visit with John Kramel and take some photos of John's Squire. He said the car looks great but needs a little exercise. Photo copies are attached. Also included are photo copies of my Squire with luggage trailer hooked up. I was attending a local car show where I did not win first place for a change.

I seem to get invited to alot of local parades to haul the guest of honor or whatever. In addition to looking good the Squire is perfect for this because if you push the passanger seat way forward or take it out the guest can sit on the rear luggage platform and wave at the crowd. Years ago I made some wood & steel clamps to hold flags on the front fenders but they finally gave up the ghost and Bill Lieske duplicated (and improved) them in aluminum. He has made a print so that any of you who are interested can make a set of your own.

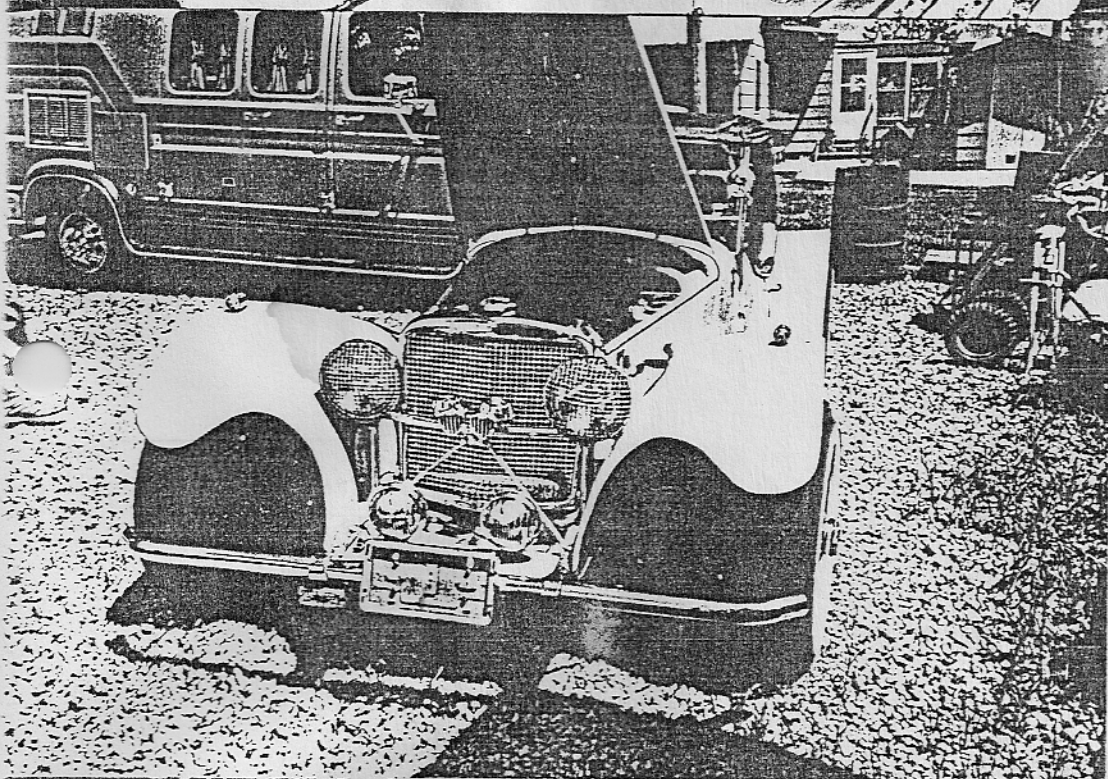
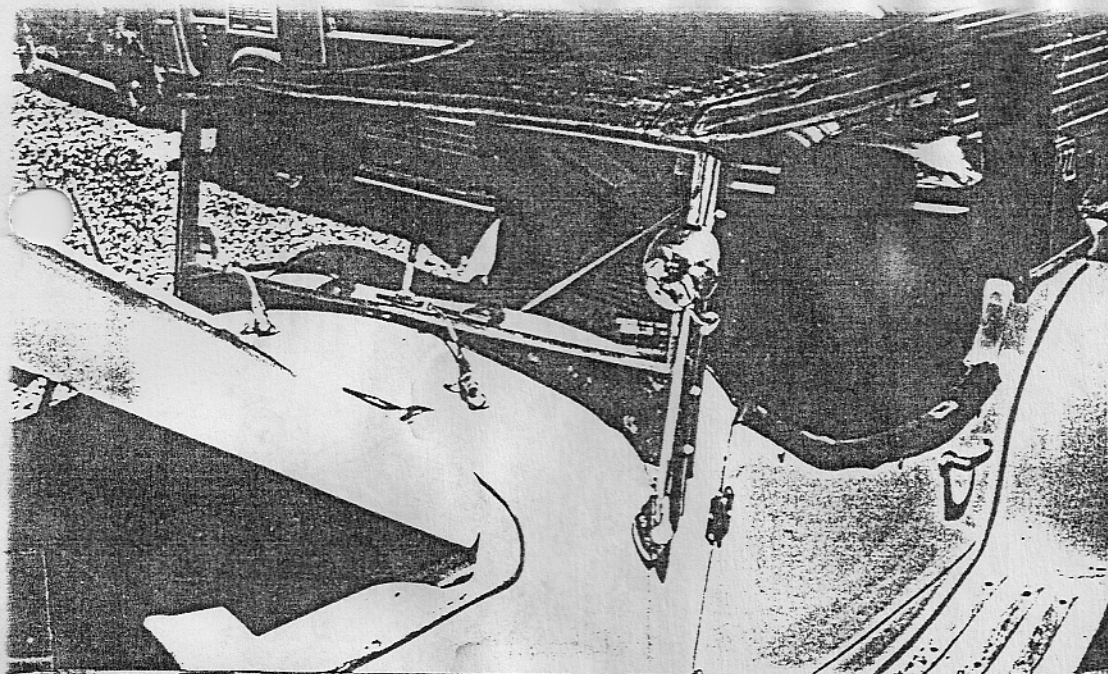
Speaking of Bill Lieske, he is walking around on Cloud 9 because his Squire is painted, home and ready for final assembly and upholstery. He hopes to have it ready for use by this Fall when the two of us would like to make a trip or two. He finally settled on Cadillac white paint and the interior will be tan and brown.

In the past I have strongly suggested that any of you that remove original parts from your Squire, for any reason, save the parts for someone in the group that might need them. Some of you have been sending some of these parts along to me because I have room to store them. When Bill Lieske bought his Squire most of the original Lucas switches on his dash were broken or missing. As luck would have it both John Fulton (Dallas) and Ed Spielman (Los Angeles) had replaced the Lucas switches on their cars and had sent me old ones that were still useable. From the two donations Lieske found enough to re-switch his entire dash. The little function decals on the base of each switch were gone but Bill thinks he can come up with something to replace them. Neat, huh?

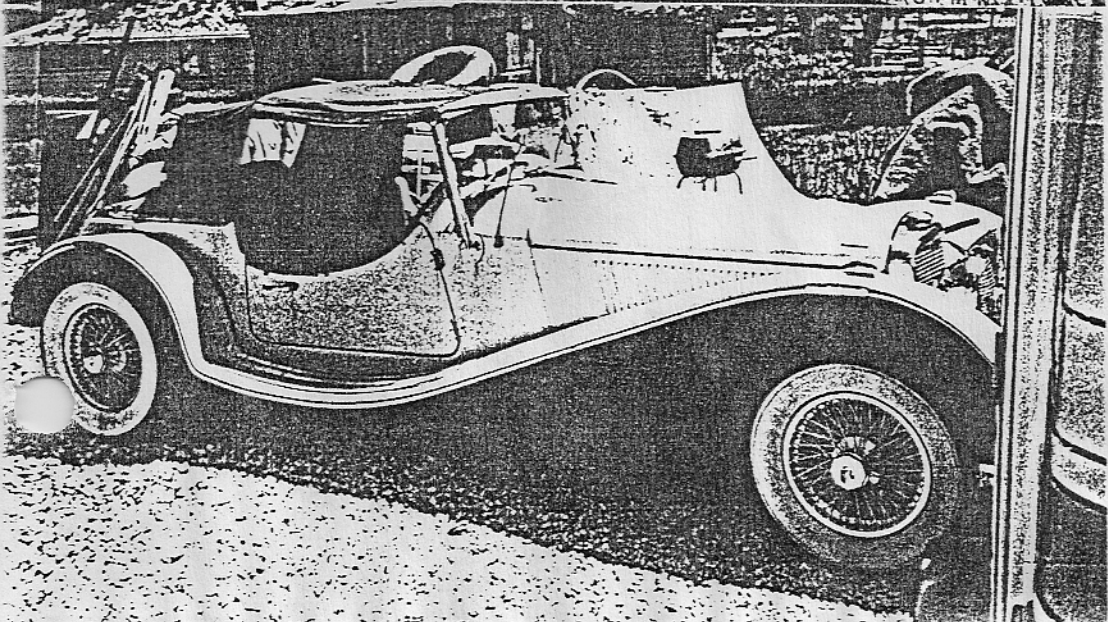
On the subject of replacements, I have been working with a company in Long Island, NY called Nisonger who handle and repair off-shore instruments and we hope they can help us with our Italian Jaeger gauges. So far the number one complaint from the membership has been the sending unit on the gas tank. Does anyone have one they have removed that they can send along to me. Also would like to have the dash fuel gauge if anyone has one. We'll keep you informed on this subject.

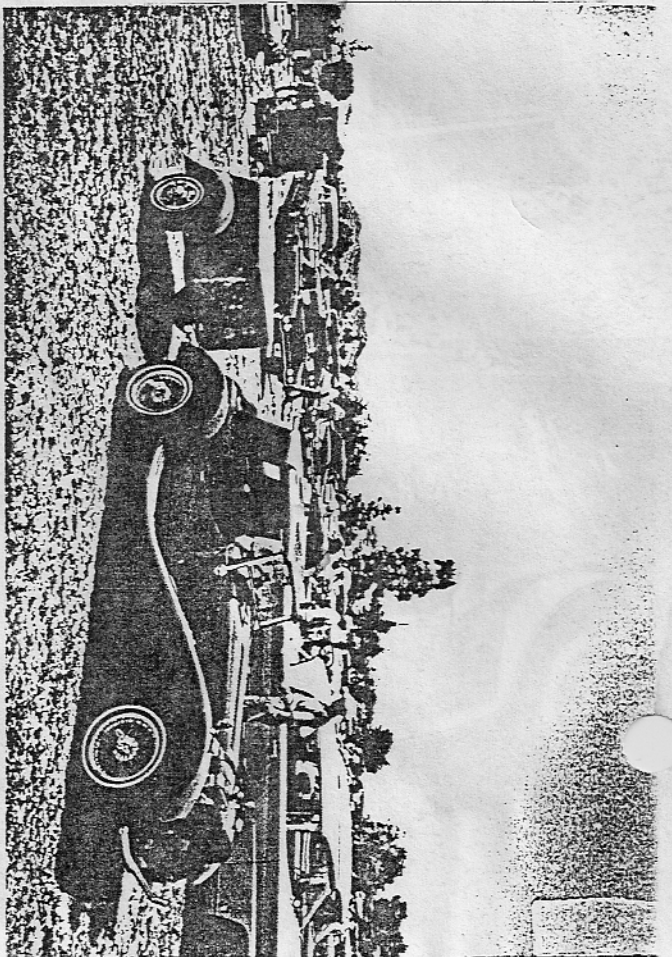
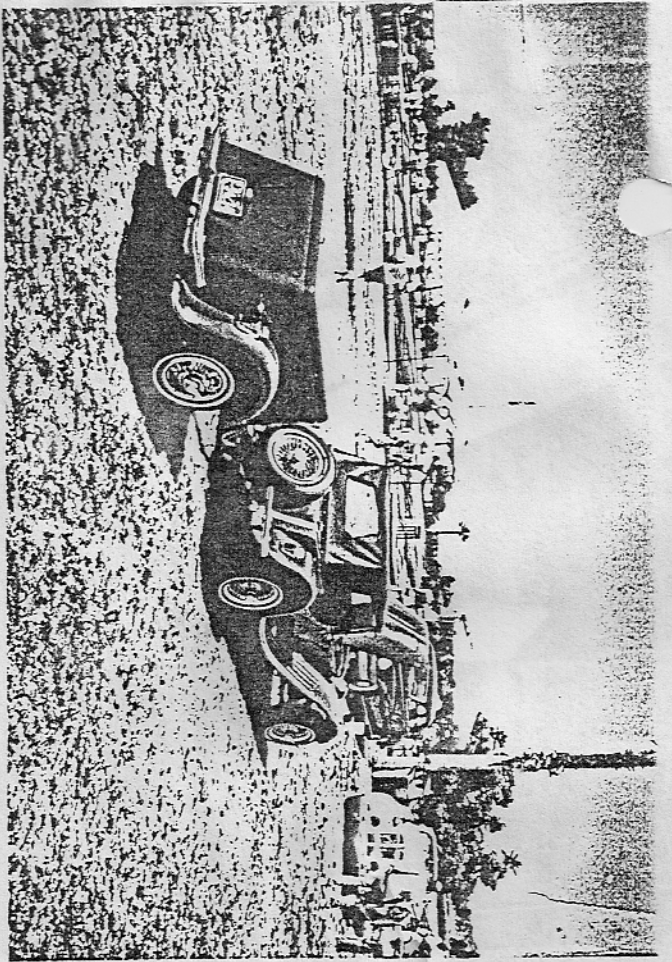
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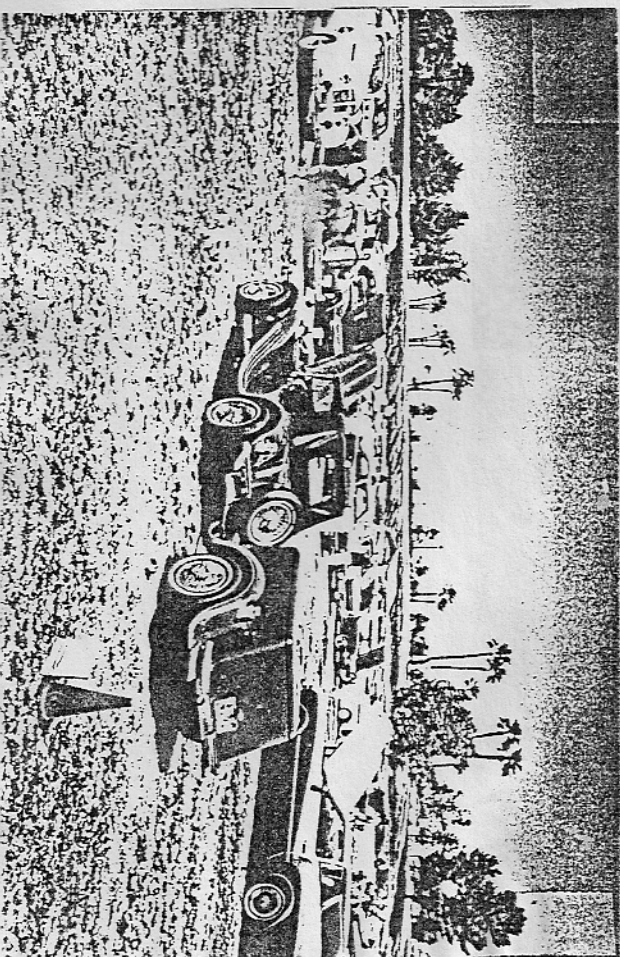
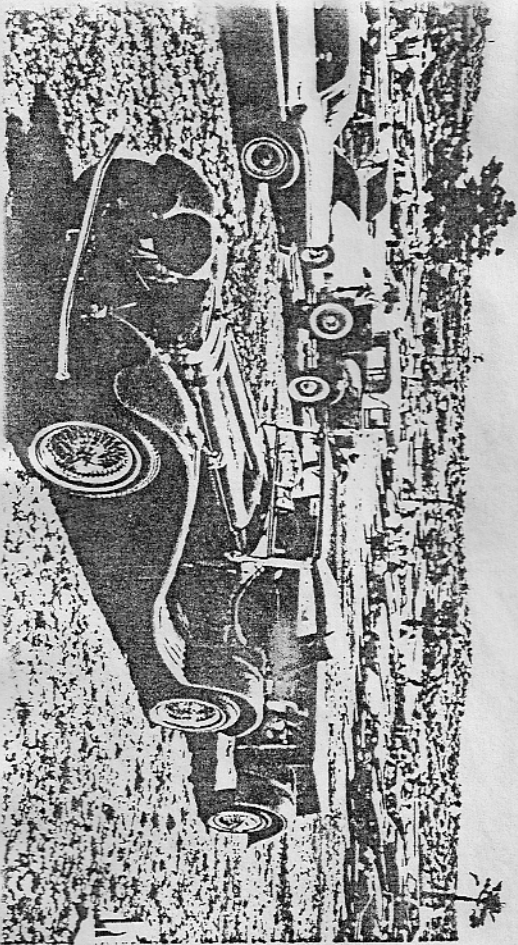


JOHN KRAMER
BOONVILLE, MO.
MAY '93





ART STAHLS TRAVEL TRAILER MAY 1993



COUPE SS100

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

SPECIFICATIONS

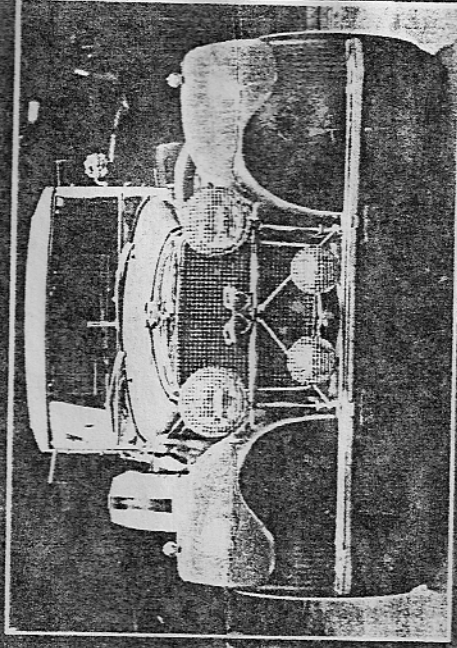
ENGINE.....FORD
NUMBER OF MAIN BEARINGS.....7
CYLINDERS.....6
BORE.....3.68
STROKE.....3.91
DISPLACEMENT.....250 CUBIC INCHES
B.H.P. AT 4500 R.P.M.....170
TRACK FRONT.....59.00 INCHES
TRACK REAR.....58.95 INCHES
WHEEL BASE.....104½ INCHES
LENGTH O.A.....150 INCHES
WIDTH.....61 INCHES
HEIGHT O.A.....44 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 BORRANI 16 INCH

INSTRUMENTATION {
SPEEDOMETER
TACHOMETER
OIL PRESSURE
AMMETER
WATER TEMP.
FUEL LEVEL

JAEGER 5½"

CLUTCH.....SINGLE DRY PLATE 10"
GEAR BOX.....4SP. CLOSE RATIO, 4TH SP. 1.0 OR
3SP. 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 OR BISCUIT
PAINT FINISH.....GLASSO LACQUER: RED, GREEN, CREAM,
YELLOW, SILVER BLUE METALLIC

SQUIRE

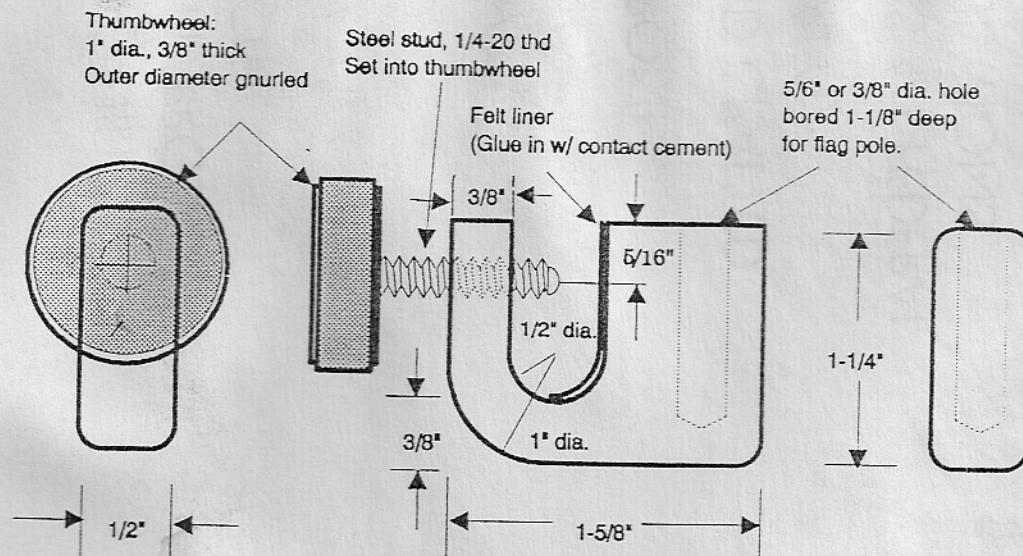


SS100

LTR 35-Phase 3

MacGregor's

1700 EASTERN PARKWAY BKLYN. N.Y. 11233



Flag Holder

(Scale: 1:1)

Materials: Body part-1/2" x 1-1/8" aluminum bar stock (60603-T6)
 Knob-Make from 1" dia. aluminum rod stock
 Bolt - 1/4" 20 thd. zinc plated full thread rod stock

- Construction:
1. Cut, mill and drill body part to shape.
 2. Bore 5/16" or 3/8" hole as shown for flag pole mounting.
 3. Drill #7 hole and tap 1/4"-20 thd. for thumbscrew.
 4. Turn thumbscrew blank, gnurl outside area and polish ends.
 5. Drill #7 hole 5/16" deep and bottom tap 1/4"-20 thd.
 6. Cut 1/4"-20 rod to approx 1-1/4" long and tighten into threaded hole. Set with Loctite (red).
 7. Fine sand all surfaces and buff to high shine.
 8. Glue felt pad to protect fender finish as shown.

Squire

SS-100

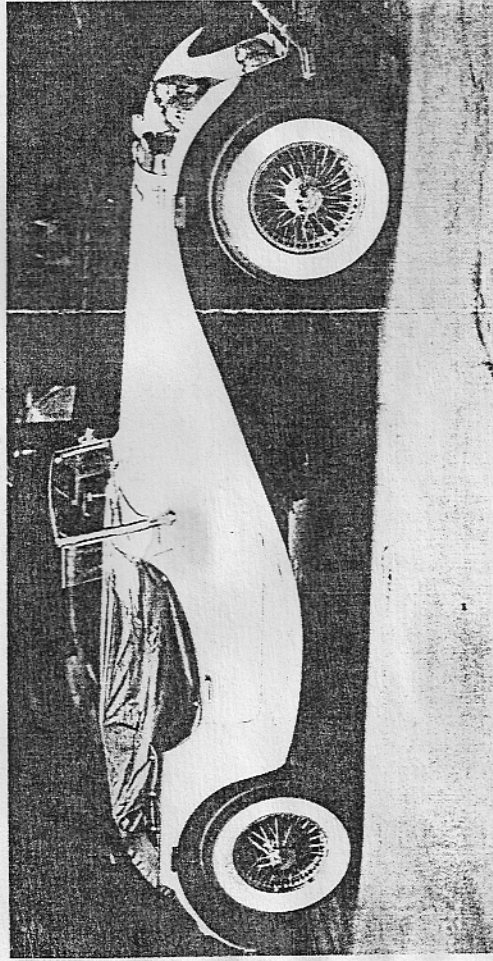
Idea by Art Stahl.
 Drawn by:
 Bill Lieske
 5/3/93

Hey, Squire Owner!!

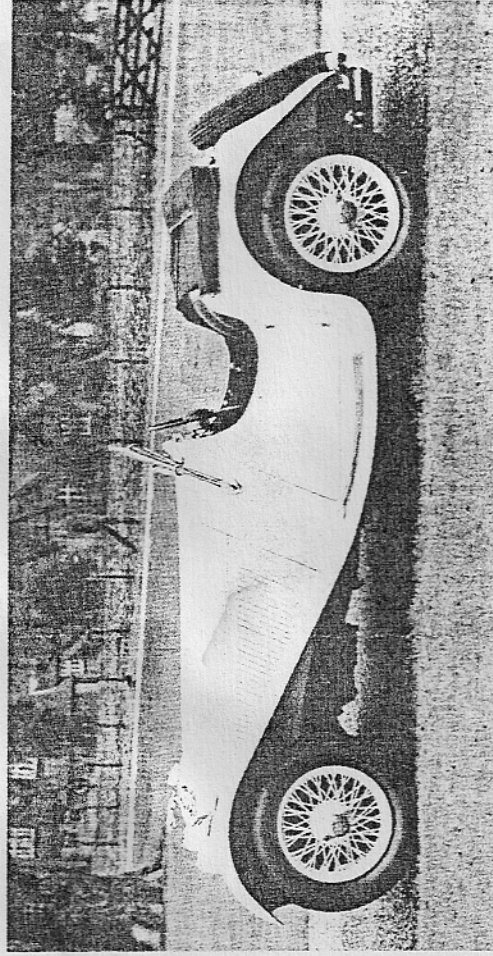
Are you a parade and/or car show type? Here is a little pair of fixtures that you can make or have made to clamp to the front fenders of your car to hold a couple of flags of your choosing. You can use any kind of flag pole.... Wood, metal or plastic.

Fasten flag holder to lip of fender using the thumbscrew. (Hint: Keep it under 15-20 MPH when flags on!)

The Jaguar SS100



"SQUIRE SS100" AS IT IS



"1938" AS IT WAS

