



CLBCOM 53
January 1995

Squire SS-100 Registry

Believe it or not, this is the start of our sixth year of operations so let's start off this new year right by announcing the location of three more of the "lost" Squires ;

CHASSIS # 11

This Squire is owned by Bill Freeman MD, of Tullahoma, TN. It's white with a manual tranny and has 16k on the odometer. Dr. Freeman located this car many years ago from a "for sale" ad placed in Hemmings. It was located in New Jersey and had only one thousand miles showing. He purchased the car, brought it home and has been driving it off-and-on ever since. This car is currently being garaged by Bill Simms of Estill Springs, TN who is doing some needed M&R and would like to own the car one day. Bill Simms flew Lancaster bombers in the RAF during WW2 and after the war went to work for BOAC in both Canada and the USA and then did a stint with Rolls-Royce before retiring to Tennessee.

CHASSIS #13

Member Ed Spielman made us aware of this Squire and its' owner over four years ago but they had both changed residence and we had a little trouble pinning it down until I made a trip to Long Island last Fall and met now-member Joe Scotto who volunteered to try and locate the owner, which he did in rapid-fire order. Meet Ronald Seigerman of Farmingdale, NY who owns chassis 11013525. It's blue and white with an automatic transmission and Ron is the original owner of this Squire and is, I believe, the only original owner we have located to date. That makes 8 Squires located on Long Island.

CHASSIS #34

This Squire is also owned by Bill Freeman and it's yellow with a manual tranny. (The mileage is unknown as of this writing). Dr. Bill says he had a set of clear Lexan side curtains made for improved vision. I personally would like to see how these work and look because a number of our members have voiced the opinion that they have toyed with the same idea. He also did something else I have thought about doing; he installed split exhaust headers and pipes and states that the rumble is GREAT at about 2000 RPM.

We are delighted to welcome these three new Squire SS-100s to the Registry and we have now located thirty eight or 76% of the fifty manufactured and as I've mentioned before, we may just find all of them. At one time I suspected that a few may have been junked but now I'm beginning to doubt that. Members Bill Lieske, Bob Murray and Joe Scotto have each rescued a Squire on its way to the boneyard and member Michael Lindgren is in the process of doing that with one he's located in New England. I suspect the balance are owned by folks that are simply not aware of our Registry yet and I plan to continue the search, (continued)

requesting your help by watching your regional automotive "for sale" ads like the Sunday newspaper, Auto Trader, etc. We had located the address of the owners of Chassis #'s 29, 42 and 43 but they had moved and left no forwarding address. I have furnished those old addresses to member Joe Scotto and he thinks he may be able to run them down.

1995 ROSTER

I have changed the format to get both the Ownership and Production Sequence on one sheet and a copy is enclosed. Please note that members Warren & Jean Moore have moved to Shelter Island, New York which is at the Northern end of Long Island and just off the coast of Maine (ha-ha). I assume they will not be running into Manhattan for lunch very often.

MEMBER SID WEAVER - LOS ALAMOS, NM

reports he is willing to contribute up to \$100.00 toward a general membership fund to cast and machine some brass blanks for our wheel knock-off nuts. John Fulton wrote from Saudi Arabia that he too is willing to support a general casting fund but they are the only two I've heard from to date. Sid also reports that during the Winter Doldrums he has pulled both his engine and transmission for a scrub down, repainting and general cleanup of the compartment. He says his wife wonders how he can be having fun in the garage at 30°. (So does my wife, Sid, when it's 114° in my garage, and I reply with something brilliant like "Working on Squires is FUN at any temperature, dammit!").

RE-DO OF A RESTORATION

Bill Lieske's Squire, probably the most completely restored and re-engineered car in the Registry, is back in the body shop. Bill had repainted his Squire a beautiful Cadillac ivory white but after a few months, rusty yellow spots begin to appear under the clearcoat and it was running Bill nuts. He struck a deal with the shop that did the initial paint job and right now it's being sanded back to the primer after removing all the exterior hardware and extensive masking of the interior and engine compartment. Final color has not been picked yet but after my trip to New York last Fall and seeing Michael Lindgrens black Squire, I believe I was able to convince Bill that our cars will support a dark color if the underlaying glass is flawlessly finished. Best guess at this point; a rich burgandy maroon. Bill also continues to be most unhappy with his front end and steering characteristics and some further exploration is being done in this regard. An update on this inquiry will follow.

MEMBER JOHN FULTON IN SAUDI ARABIA

reports that introducing imported labor from Bangladesh, Pakistan and Sri Lanka to space-age technology is somewhat daunting but he's plugging away at it. Keep it up John, and you'll never be bored!



THE SQUIRE SS-100 LOGO

pictured above is an exact on-size reproduction of the original hand made and polished aluminum logo that was affixed to the upper left hand side of the gas tank cover of our cars when they left Italy and the main Squire SS-100 identification badge. I am aware that a few of you have them missing from their Squires and would like one so, in a moment of idiotic weakness, I sequestered a piece of aircraft aluminum, purchased a scribe, a jeweler's saw and with great foresight, lots of blades. Three days later, after turning the air blue with foul language, bleeding knuckles, tons of broken blades and torn polishing buffs, I produced the logo badge that was used to produce the silhouette above and it looks a little better than the original - if I do say so myself. Should you want one I'll keep making them for \$25.00 each and for good measure I'll throw in a black Intermeccanica Rampant Bull badge to mount just below it. Make your check to Arthur R. Stahl and send it in with your dues.

INTERNET INQUIRY

I have arranged thru a friend who is active on the Internet Network to send out a national inquiry about the "12 Lost Squires". It's a shot-in-the-dark but what the hell, it reaches a huge audience and we might just connect. Anyone else with similar ideas?

1995 REGISTRY FUNDING

A copy of the 1994 Registry balance sheet is enclosed and as you can see we wound up with a small surplus. I would love to tell you that that is the result of good planning but it's just pure luck. I had really hoped to reduce the amount requested from each member by another \$5.00 for an annual contribution of \$10.00 but have decided that that is simply not practical at this time. Postage is our biggest budget bite and it has just been increased by 10%. In addition, I believe we should continue our national advertising and possibly even increase it. Most of the Squires located to date have been found through these ads and I'd like to continue that effort. (These ads, by the way, help to increase national recognition of our marque and ultimately, resale value). Accordingly, we are requesting a repeat of last years \$15.00 contribution and to make it easy for you I have included an SASE. Make your check out to me, Arthur R. Stahl. Please folks, I'd like to get this in and banked in the first quarter.

Arthur R. Stahl

NY-SHER - - - - 15.00 CUNY-WEAVER 20.00

1994

MEMBER	INCOME	(Publication) Advertising	POSTAGE → (USE)	(ITEM) →	MISC.
1. STAHL	15.00	Hennings-HRTS → 24.00	60.60 → STAMPS	800 → Film To Budapest	
2. DEURELL	20.00	BRAIDON LINES-34 TRS - 52.50	2.90 → DEURELL	842 → PRINT LTR 42	
3. SHARON	15.00	CARS & PARTS-2 PERS 33.52	1.85 → Budapest	932 → PRINT LTR 43	
4. KEMMEL	15.00		15.60 → LTR 43	942 → PRINT LTR 44	
5. FULTON	15.00		1.35 → Budapest	958 → PRINT LTR 45	
6. CUNEO	15.00		4.10 → COVIELLO	10.69 → PRINT LTR 46	
7. HADEN	17.67		29.00 → STAMPS	6.59 → PRINT LTR 47	
8. PETERSON	25.00		9.95 → MURRAY	532 → PRINT LTR 48	
9. McCUNNOY	15.00		17.40 → LTR #6	820 → PRINT LTR 49	
10. MURDER	15.67		4.10 → MURDERSE	1079 → PRINT LTR 50	
11. PRESTON	15.00		29.00 → STAMPS	10.00 → PRINT LTR 51	
12. THOMAS	15.00		1.90 → Post CARS	1019 → PRINT LTR 52	
13. CEAPT	20.00		236 → Spieelman	106.52	
14. SPIELMAN	20.00		25 → Rompilii		
15. OFFENBERG	15.00		2.96 → MURRAY		
16. FALK	15.00		29.00 → STAMPS		
17. MADDE	10.00		52 → Rompilii		
18. KESRE	15.00		29.00 → STAMPS		
19. Rompilii	15.00		29.00 → STAMPS		
20. POTTER	15.00		271.39		
21. Bouducos	15.00				
22. WADZ	15.00				
23. MURRAY	15.00				
24. COVIELLO	15.00				
25. HADDEN	20.00				
26. Beckwith	15.00				
27. MILLER	105.00				
CUNNINGHAM	15.00				

INCOME = 503.34
 EXPENSE = - 106.52
 - 271.39
 - 109.82
 SURPLUS = \$16.01

20.00 = \$503.34

1994

JULY-SHARE --- 15.00 JULY-WEAVER 20.00

FORM 3077A LITHO IN U.S.A.

MEMBER	INCOME	(PUBLICATION) ADVERTISING	POSTAGE → (USE)	(ITEM) → MISC.
W. STAHL	15 00	Hemmnias-4 qtrs + 24.00	60 60 → STAMPS	8 00 → Film To Budapest
W. DEURELL	20 00	BAS ON LINE LS-3 qtrs - 52.50	2 90 → DEURELL	8 42 → PRINT LTR 42
W. SHARON	15 00	CHAS & PAIRTS-2 qtrs 33.32	1 85 → Budapest	9 32 → PRINT LTR 43
W. KRAMER	15 00	109.82	15 60 → LTR 43	9 42 → PRINT LTR 44
W. FULTON	15 00		1 35 → Budapest	9 58 → PRINT LTR 45
W. CUNEO	15 00		4 10 → Coviello	10 69 → PRINT LTR 46
W. HAAGEN	17 67		29 00 → STAMPS	6 59 → PRINT LTR 47
W. PETERSON	25 00		9 95 → MURRAY	5 32 → PRINT LTR 48
W. McConnaughy	15 00		1 740 → LTR 46	8 20 → PRINT LTR 49
W. MUMMER	15 67		4 10 → MATHRESE	10 79 → PRINT LTR 50
W. PRESTON	15 00		29 00 → STAMPS	10 00 → PRINT LTR 51
W. THOMAS	15 00		1 90 → Post CHAS	10 19 → PRINT LTR 52
W. CRAFT	20 00		2 36 → SPIEGELMAN	106.52
W. SPIEGELMAN	20 00		75 → Pomplii	
W. OFFENBERG	15 00		2 96 → MURRAY	
W. FALK	15 00		24 00 → STAMPS	
W. MOORE	10 00		52 → Pomplii	
W. KESKE	15 00		29 00 → STAMPS	
W. Pomplii	15 00		29 00 → STAMPS	
W. POTTER	15 00		271.39	
W. BOURKOS	15 00			
W. WARE	15 00			
W. MURRAY	15 00			
W. Coviello	15 00			
W. HADGREN	20 00			
W. BECKWITH	15 00			
W. MILLER	105 00			
W. CUNNINGHAM	15 00			

INCOME = 503.34

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- 109.82

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20.00 = \$500.00