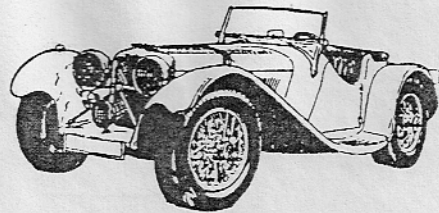


CLBCOM 65
MARCH-APRIL 1996



Squire SS-100 Registry

THE N.A.D.A. PRICE GUIDE

is the "Dealers Bible" for resale values on automobiles and is used not only in the USA, but all over the world where cars are part of a national economy. The publisher recently announced that they will issue a separate guide-book entitled "Exotic, Collectible And Special Interest Car Appraisal Guide" to be released in May, 1996 that will be a permanent part of their appraisal series and be updated on a quarterly basis. It will contain all the limited production cars that you would expect, like Ferrari, Maserati, Jaguar, Mercedes and NOW - the Intermeccanica Squire SS-100.

Of all the news-items that we have included in this newsletter in the past six years, I suspect that this will become the most important one. It establishes some realistic pricing guides for our cars and removes us even further from the toy-car, kit-car image that has plagued us for years. It would take too much space to explain just how this was accomplished but I was ably assisted by Richard Botto, Registry member and exotic car dealer in the San Francisco Bay Area. He and I are also now on the Advisory Board for this N.A.D.A. publication.

On page two of this newsletter I have duplicated the front cover of the very first edition of the N.A.D.A. EXOTIC, COLLECTIBLE AND SPECIAL INTEREST CAR APPRAISAL GUIDE. This new Guide is in addition to twelve other separate publications by N.A.D.A. that cover just about everything that is propelled by an internal combustion engine. It will be updated every four months and we urge our membership to report anything that might affect the resale value of our cars to either Dick Botto or myself. The second item on our Page 2 is the N.A.D.A. page listing our Squires. Dick and I had suggested a lower "LOW" price and a higher "HIGH" price than is shown here and we will attempt to correct this in upcoming issues. N.A.D.A. also spelled Squire wrong and we'll correct that.

On Page 3 of our newsletter I have reprinted the N.A.D.A. page titled "COLUMN HEADING EXPLANATIONS" which is self-explanatory and includes some assumptions that everyone may not agree with. However, the key word here is "guide". The second item is the NADA "INTRODUCTION" page and it should be read very carefully. If you are self-appraising your own Squire SS-100 it most likely will not agree with a professional appraisers opinion of what constitutes a "cherry" or 100 point restoration. Again, the key word is "guide" and your Squire SS-100 is worth what you thinks it's worth.

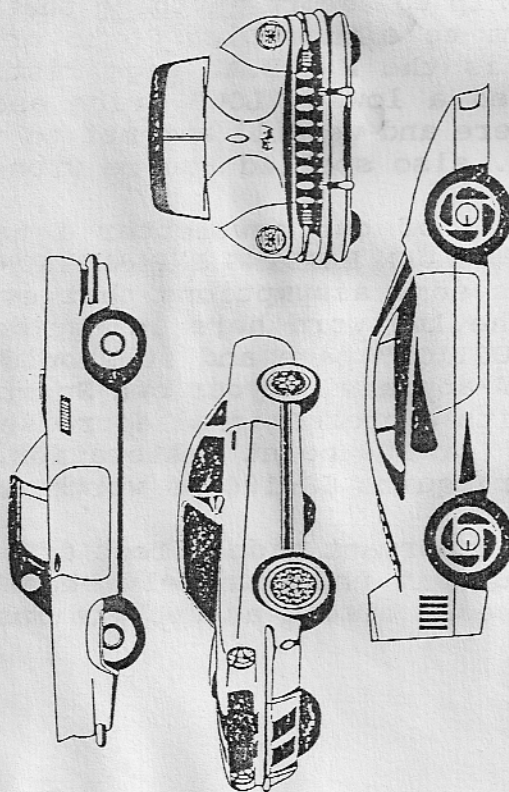
Another important side effect of our N.A.D.A. listing is a tool to use should it unfortunately become necessary to engage in battle with someone else's automobile insurance company and/or yours.

N.A.D.A.[®]

EXOTIC, COLLECTIBLE AND SPECIAL INTEREST CAR APPRAISAL GUIDE

• 51 YEARS OF VALUES •

All Cars and Trucks from 1946 - 1978
Including Exotics from 1946 - 1996



MAY THROUGH AUGUST

• 1996 •

Updated 3 Times A Year

MODEL	WGT.	M.S.R.P.	VALUE RANGE - LOW AVG HIGH
1978 HONDA (CONT)			
CVCC 4 DR STN WGN	1893	4189	960 1475 2050
- 1977 -			
ACCORD 2 DR HATCHBACK	1953	4145	1225 1900 2675
CVCC 2 DR HATCHBACK	1643	3049	1100 1675 2325
CVCC 2 DR SON	1610	2779	1000 1550 2150
CVCC 2 DR HATCHBACK	1708	3298	1050 1625 2250
CVCC 2 DR SON	1675	2998	880 1350 1900
CVCC 4 DR STN WGN	1893	3549	930 1425 1975
- 1976 -			
ACCORD 2 DR HATCHBACK	1993	3995	1200 1850 2575
CVCC 2 DR HATCHBACK	1643	2939	1050 1625 2250
CVCC 2 DR SON	1610	2729	975 1500 2075
CVCC 2 DR HATCHBACK	1708	3189	1025 1575 2200
CVCC 2 DR SON	1675	2979	860 1325 1875
I CVCC 4 DR STN WGN	1893	3419	890 1375 1900
M - 1975 -			
CVCC 2 DR HATCHBACK	1645	2859	1025 1575 2200
CVCC 2 DR SON	1610	2649	940 1450 2025
CVCC 2 DR HATCHBACK	1720	3009	990 1525 2125
CVCC 2 DR SON	1687	2799	830 1275 1800
T CVCC 2 DR STN WGN	1962	3349	960 1475 2050
E - 1974 -			
CVCC 2 DR HATCHBACK	1640	2545	990 1525 2125
CVCC 2 DR SON	1620	2375	930 1425 1975
D - 1973 -			
CVCC 2 DR HATCHBACK	1552	2250	960 1475 2050
CVCC 2 DR SON	1536	2150	890 1375 1900
C - 1972 -			
CVCC 2 DR CPE	1300	1543	910 1400 1950
CVCC 2 DR SON	1355	1415	890 1375 1900
- 1971 -			
CVCC 2 DR SON	1355	1395	860 1325 1875
- 1970 -			
CVCC 2 DR SON	N/A	N/A	850 1300 1825
- 1969 -			
CVCC 2 DR SON	1355	1398	810 1250 1750
INTERMECCANICA			
- 1973 -			
SQUIRE SS-100 2 DR ROSTR	2180	9500	9100 11400 14300
JAGUAR			
- 1978 -			
XJ12L 4 DR SON	4334	21000	5075 7250 9800
XJ6L 4 DR SON	4068	19000	4075 5825 7900
XJS GT 2 DR CPE 2-2	3936	23900	4450 6350 8600
- 1977 -			
XJ12C 2 DR CPE	N/A	N/A	6800 9700 13100
XJ12L 4 DR SON	4334	17750	4875 6950 9400
XJ6C 2 DR CPE	4024	16200	5450 7775 10500
XJ6L 4 DR SON	4068	16500	3700 5300 7150
XJS GT 2 DR CPE 2-2	3935	21700	4300 6125 8300
- 1976 -			
XJ12C 2 DR CPE	4270	17000	6650 9500 12850
XJ12L 4 DR SON	4334	16250	4750 6800 9150
XJ6C 2 DR CPE	4024	15000	5350 7650 10350
XJ6L 4 DR SON	4068	14250	3525 5025 6800

IMPORTANT

COLUMN HEADING EXPLANATIONS

MODEL	Manufacturer's model name and or popular name for body style.
WGT.	Approximate manufacturer's curb weight.
M.S.R.P.	Manufacturer's Suggested Retail Price.

RETAIL VALUE RANGE EXPLANATIONS

LOW	This vehicle would be in mechanically functional condition. The exterior paint and trim would be in fair condition. The interior would show normal wear possibly needing minor reconditioning.
------------	--

NOTE: This column does NOT represent "parts cars".

AVERAGE	This vehicle would be in good condition overall. It could be an older restoration or a well-maintained original vehicle. The exterior paint, trim and mechanics are in satisfactory condition. The interior would show minimal wear.
----------------	--

HIGH	This vehicle would be in excellent condition overall. It could be a completely restored or an extremely well-maintained original vehicle. The exterior paint, trim and mechanics are not in need of work. The interior would be in excellent condition.
-------------	---

NOTE: This column does NOT represent a "100 Point" or "# 1" vehicle.

LOAN VALUE EXPLANATION

This guide does not have an established "Loan Value" designation. Lenders may use a percentage of the "Low, Average or High" retail value as the lending base, depending on the vehicle's condition and equipment.

INTRODUCTION

This value guide lists current retail market values on exotic, collectible and special interest domestic/import cars and trucks. The values in this guide assume a vehicle is in better than average condition. We have determined that older cars and trucks in better than average condition, or "Cherry," still retain exceptional value. When valuing exotic and collectible cars, the overall condition, mileage and originality of the vehicle are major factors. You may find the values in this guide higher than the Older Car Guide and other "Trade" publications. Vehicles in this guide are considered to be in original condition. Highly customized cars or "Street Rods" can be worth substantially more if the quality of work and desirability of the modifications meet professional standards.

An unknown number of "Grey Market" imported cars enter the marketplace each year. "Grey Market" is a term often used to describe imported cars which enter the U.S. via channels other than factory authorized importers. It is possible many "Grey Market" cars do not fully meet federal standards. This condition might result in a substantial lessening of the car's market value.

CHASSIS #9

I am very pleased to report, has been purchased by my close friend and fellow Phoenician Jim Dimond and has been transported from West Babylon, New York to Phoenix. On his retirement from the Phoenix police force, Jim was hired by builder and financier Charles H. Keating, Jr., CEO of American Continental Corp. and Lincoln Savings & Loan, to head-up his security division. After Mr Keating's retirement to the crow-bar hotel in Tucson, Jim joined American Family Insurance Company in their western investigation team covering fraud, arson and other insurance related matters.

Chassis #9, once owned by music promoter and The Beatles USA tour manager, Peter Beneditto, has also been driven by Frank Sinatra & passenger Jackie Onassis and on another occasion, by Beatle John Lennon. Bobby Vinton tried to buy it but missed out to ex-Registry member Tom Matarese and the rest is history. (See CLBCOM 47). With only 12K on the odometer Old #9 had fallen on hard times the past few years and has some damage caused by being stored outdoors while on consignment with a used-car dealer. Jim plans a top-to-bottom, body-off restoration of his newly acquired Squire SS-100 and we Western types are delighted to have Jim and wife Rita joining us in the Registry. Feel free to drop them a note with a compliment on their exquisite good taste in sports roadsters.

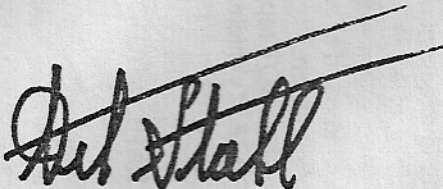
CONTRIBUTIONS

to this newsletter are solicited and appreciated. Some months I seem to be pretty hard-pressed to come up with news-worthy items, hence the fact that this issue covers a two month period. Write or call me with anything that might be of interest to the membership and I'll gladly include it.

AND ALWAYS REMEMBER

The more you run over a dead cat, the flatter it gets.

More next month -

A handwritten signature in dark ink, appearing to read "Phil Hall", is written over a horizontal line that extends across the page.