

Phoenix, AZ

SOBLETR3

Sept. 29, '90

Based on Bob Potters (San Francisco) advice, I have been able to track down the Perko marine fittings to replace the top tie downs between the convertible top and the windshield. I am about to order a set (\$26.00 a pair) and have my top built based on the drawings and photographs furnished by John Fulton (Denver). For those not in the know, I purchased my Squire with no top. The whole thing, canvas and metal, was gone. It seems that those top tiedown fittings are another weak point in the Squire design so I'll keep you posted.

Speaking of weak points, had a nice letter from Lee Craft (Baltimore) including snapshots and he mentioned that his Squire is sagging on the drivers side. The rear springs are too light, at least for my fat butt, so I had an extra leaf added to both sides AND had them re-arched. Any local spring shop can do it. For reference, that repair cost me \$103.35 here in Phoenix, and worth every penny of it.

Also had a long telcon with Norm Miller (Los Angeles) this week. He has not had time to send photos but will shortly. In Norms words, he "Aint no mechanic" and he thinks a Squire association is a good idea. Norm and I are going to try and get together in the next few weeks, not as hard as it sounds. Southwest and America West airlines get a price war going every once in a while and we can make the round trip for \$38.00. Hell, you cant drive it that cheap.

Caveat: These cars belong to each of us and we can do with them as we please but my advice is, if you remove ANY part that came on the original Squire, pack it in a box and save it. I guess I am the only one (That we have found so far) that has had my Squire completely apart and I am thinking very seriously about offering a professional appraisal service for insurance and resale purposes. All we can come up with now is a wild eyed guess and that's no way to fly. By comparing photos and matching them to the little bit of advertising material we have found, we are getting a pretty good idea of what the original Squire SS-100 looked like when the car was delivered. Having all the original parts at least available for re-insallation would have to be a consideration in any appraisal.

10-1-90, Recently, Lee Craft (Baltimore) called and said the Lucas motor for his windshield wipers had burned out, something else I have rebuilt on my car. Assuming that all the Squires had the same setup, the entire wiper assembly is standard Lucas and parts are available at any dealer that sell English cars. Best bet is a wrecking yard that deals in British cars. Lucas made two style motors, round and square and our cars use the round variety. (Continued)

The reason I mentioned this at all is that there is a usually a reason for an occasional use motor to burn out, almost always binding or lack of lubrication in the system somewhere. That was the case in mine, it was bone dry. The Lucas wiper system is really very simple and easy to overhaul. A bracket holds the electric motor and gear box up under the dash on the passenger side and two nuts hold on the wiper extensions on the outside cowling. Remove those and the whole thing drops to the floor. The electrical connection is an easy pull apart, although it's a good idea to disconnect the battery first. Because of my size, I also removed the passenger seat so I could squirm around under the dash. The seat (Mine) is held in by four 1/2" nuts under the floorboards and takes about ten minutes to remove. Soak down the studs the day before with a good penetrating oil. Once the wiper assembly is removed and laying on your bench you dont need an instruction sheet on disassembly and reassembly. I took mine apart, washed down the cable, housings and gears in solvent, dried them in the sun and re-lubed with a medium weight grease. Now they work fine which is absolutely mandatory in a State where it never rains.

10-3-90, Another Squire heard from. Rick Pompilii lives in the Philadelphia area and has purchased Bob Potters (San Francisco) car. Rick called this evening with the usual questions that all new Squire owners seem to have. He is VERY interested in an owners association so we all seem to be in agreement. Rick has one other piece of information that's kind of exiting. Back in the early '70s he recalls a complete article about the Squire in the Philadelphia newspaper and when he gets time he will go to the library and see if he can reproduce it from the morgue and we can incorporate it into the history that I know John Fulton (Denver) is dying to write, huh John?

Another question Rick had is location of Serial I.D. Number. When I purchased my Squire and went to DMV to register it in Arizona, we tore the car apart trying to find one. No luck. Had to have one assigned by the State. Now that I think about it, I dont remember any one of you discussing a serial number installed by Squire? Do any of you recall one?

That leads to another interesting thought. I keep asking these questions and if I get any answer at all, it's usually via a phone call. At some point we need to get the responses on paper and collected somewhere or this proposed association will not be accomplishing it's reason to exist. Anyone want to take a whack at designing a questionnaire? I suspect it should also include some personal information so that we get a profile of both car and owner.

Once we get this association up and running I'm going to hit the treasury for reimbursement. This is fun but the postage, copy, paper and lazer costs are getting up there.

10-3-90, Bob Potter (San Francisco) called. He has decided to purchase the other white Squire that has been for sale in Placerville, Calif. just to keep it in friendly hands. Said he may decide to keep it but as of now, it's for sale. We did not discuss price but he said it's a pretty clean car, good tires, ect. Call him for any further info. at 415+932-6262.

10-4-90, Just got back from the top shop with a big lump in my throat. He said it would take a minimum of seven yards of material at \$30.00 per yard (His cost) and about one and one half times that for labor plus a little extra for fitting around the side curtains, something new for him. Add another two to three hundred for hardware and machine work and I'm out-of-budget again. Lee Craft (Baltimore) told me he purchased his Squire with a brand new top AND new side curtains. As far as I'm concerned, you got a real bonus Lee.

John Fulton (Denver) has asked me twice for a roster and I keep forgetting. Sorry John - and here it is.

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Are Norm and I the only ones married in this group? Keep in touch and stay on the lookout for other Squires.

