

CLBCOM 109

JULY - AUGUST, 2001

Squire SS-100 Registry

TIRES

Some of you are still running the original tires furnished by Intermeccanica in Italy or Dave Kaufman in New Orleans. Most of them have very few miles and still look new but in fact are 30 years old and hard as a rock. Add the fact that the furnished rayon bias/ply tires were a poor choice to start out with, most of us in the West have installed new tires and tubes. Recalling that our roadsters are a replica of a 1937 car, many have elected to return to black sidewalls which was the only color available in 1937. Until recently we had no trouble locating black tires in the size we wanted locally but for some reason, known but to God, all the manufacturers now furnish these sidewalls in white or raised white letters only.

I've just spent three frustrating months on the phone, computer and in and out of tire stores. Using the new sizing system, the size that matches the original Pirelli's that arrived with our new cars is P205/75/R15. Using my computer I finally located them from Uniroyal which is now owned by Michelin. A nice lady called me from South Carolina and said they have about a thousand P205/75/R15 in black wall in their various warehouses around the country. The correct name is Uniroyal Tiger Paw AWP Black and the correct Michelin/Uniroyal part number is 75687. You can order them from your Michelin/Uniroyal dealer and hope he's not as dumb as the ones I've been trying to work with here in Phoenix. As a guideline, I'm paying \$325.69 for the tires, tubes, mounting and balancing.

HTTP://WWW.SQUIRESS-100.ORG/

This is the correct address for the new computer web site. Last issue I omitted the - between SS & 100. Forgive the error. By the way, if you are a new computer user or have never furnished me your email address, I'd appreciate getting it at: Squirepal@aol.com

CHASSIS #6 CHANGES HANDS

The new owner of this little used Squire SS-100 are Joe & Janet Michel of Gladwin, Michigan. They are pretty excited about their new toy and plan the usual updates and modifications. They located the car from a computer ad and were convinced to buy it after reading all the various computer sites featuring our cars. You can reach them at: jmichel@tir.com Welcome to the Registry folks.

CHASSIS #7 CHANGES HANDS

This Squire is now owned by Troy Stone of Elkhart, Indiana and has been completely restored. It's for sale and you can contact Troy at 800+233-5455 or at vintage@elkhart.net It's yellow, automatic and the price is negotiable.

SQUIRE FRONT BRAKES

Last month I reported that I had picked up the correct left front backing plate from a 1970 Mercury Cougar and that Ford Part # is 47789. If I know Ford, that same part was used on all the Ford brands and models for a half dozen years or more. I have installed it and am still road testing but so far I can't get it to pull to the left in a panic stop with the brakes adjusted properly. Meanwhile, Member Sid Weaver has had the following to say:

"This pull to the left on brake application has plagued most of the Squires I've driven and most certainly the two I have owned. Lots of theories have been kicked around but none are sillier than the idea advanced by two of our members that the two brake lines going to the front wheels are different lengths and the shorter line going to the left side activates first and makes it pull left. Any motorhead will tell you that's nonsense. Because brake fluid is a noncompressible liquid, any force applied to it will effect all parts equally and at the same time. Right? Well, #42 had the pulling left problem and I learned to drive with it. I've just completed a total restoration including all new brake lines + master and wheel cylinders. It still pulled left."

"Paul Helmick bet me dinner that if I made both front brake lines the same length the problem would stop. What's he know? He's only a Master Mechanical Engineer that designs nuclear reactors! I figured that for \$7.00 to buy 90" of tubing to match the right side tubing length I'd prove him wrong and get a free dinner. WRONG! I did it and the damn thing quit pulling left".

Well, there's two fixes that both seem to work and maybe one or both of us will combine both solutions to get perfect tracking stops. We'll keep you posted but attached, Ed Spielman has a few things to say regarding a somewhat more expensive solution. Meanwhile, Paul Helmick and I are talking about a trip to North Carolina to consult some aftermarket power brake experts on the possibility of installing power disc brakes on the Squire SS-100?

TORSION BARS

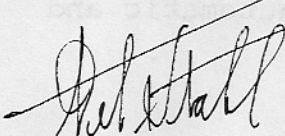
We're still working to improve the mounting hardware for these new bars and I should have an update by the next issue.

NEXT ISSUE

Updated roster, email roster and a used Squire parts list.

AND ALWAYS REMEMBER

If at first you don't succeed, skydiving is not for you!



The DISC BRAKE CONVERSION or

"GRANADA, I'M FALLING UNDER YOUR SPELL..."

The drum front brakes on many of our cars have been problematic. Some fade or have difficulty in adjustment. I initially resisted the idea of a disc setup because I wanted the car to retain that 'vintage look'. Upon consideration, I've opted for the front discs ...and am now glad of it.

All of those members who have gone over to the front disc setup have also reported with nothing but superlatives. After all, the Squire weighs no more than 2200 pounds with a full load of gas: it should not be that big a deal to stop. But, sometimes it is.

The change on my #32 from drums to discs was done by Terry Becker.

A disc brake setup was gleaned from a '78 Granada at a local Phoenix bone yard. Terry restored and refinished them and modified the rotors to take a larger grease cup. To the Squire, he added a new and larger master cylinder and a set of tie rod ends for a Granada. The conversion is a good several hours of work, but the results are worthwhile.

With my #32 now equipped with front discs, I took it on the road. Some difference. The new binders haul the Squire down from 80 mph like it was on rails. No fade and no surprises. It just stops.

(For those among us who feel that the drum setup has a more 'vintage' feel... 'Vintage' must then be defined as: "stepping on the brake pedal and having the Squire veer to the right without being asked to." None of that with the discs. And there's no detracting from the 'period' look of the car; outwardly, there's little visual difference.)

So, for safety and handling, consider front disc brakes...especially if you're making any improvements that increase performance.

*ED'S EDITORIAL

Just a note to address the varied 'updates' discussed here. How does this impact the originality of the car when taken to car shows and for eventual resale? These changes are admittedly not 'stock'. As with our 'engine turned' dashboards, 5 speed gearboxes, disc brakes and the myriad of other improvements we've made, ... *who cares what's 'original' ...if it makes sense?*

With other cars that are not 'coach built' in such a small number, some changes might be prohibitive in winning car shows. But, how many judges actually know how to judge an Intermeccanica Squire anyway,... let alone discern if they came with Italian or Lucas P-80 head lamps, drums or disc brakes, four or five speed gearboxes?

I cannot help but observe: for the past 75 years, why have *real* Americans been patronizing such outfits as Edelbrock and Offenhauser... all the way to such mass market purveyors as J.C. Whitney? Why would legions of gear heads buy jillions of gadgets, from multi-carb setups to fuzzy dice? *Why?*

They want more *speed, handling and exclusivity*. They want to have their personal transport assert its *uniqueness*. That's why 'The Green Hornet' had 'The Black Beauty'. He wasn't driving a Nash Rambler. He was driving 'The Black Beauty' because *there was only one of them*. And that's why you have your particular Squire.

(Please don't write back to inform me that 'The Green Hornet' was fictitious. I know that. The idea was an enthusiast's fantasy, for a Superhero to drive no less than a one-of-a-kind *ultimate* car. The stuff of inspiration. Kinda like my affection for my #32 Squire. The rest of the Superhero business I leave to somebody more qualified.)

The instinct to 'customize' or improve is part of the enthusiast's dream; it is the car nut's natural birthright. And there is scant philosophical difference between putting a fox tail on a '49 Merc coupe... or fitting a Zagato body to an Aston Martin DB4GT chassis. We want our personal transport to be, in its fashion, 'unique'. Whether it's a full race Ferrari with 'Prova' stenciled on the tail, or a Chevy pickup wearing jeweled mud flaps from Auto Barn... 'customizing' is just a matter of degree.

I don't know about you, but when all is said and done, I could never be a Socialist... because my idea of hell is driving a car *exactly* like everyone else's.

Closer to the subject, I am more interested in the quality and safety of my Squire than I am in the ruling of a show judge. Thankfully, it is doubtful that *any* of the aforementioned improvements would result in the deduction of show points. The Squires are, in fact, 'one off' cars. And Intermeccanica is a 'coach works'... not a factory. The Reisners had neither the time nor the money to make the kind of improvements that we have, individually and collectively. Any builder would be proud to have an owners group so dedicated to refining and 'improving the breed'.

Happy Motoring

Ed Spielman

Los Angeles

June, 2001