

SQUIRE SS-100 CLUB

CLBCOM 11
May 1991

Just completed a nifty long weekend in the Los Angeles area with Tim and Paddy Sharon and Norm Miller who is now a full member of our group. Norm's news first. He has a yellow Squire that was first titled in '73. It is a manual shift and the side curtains are missing. Present mileage is 6794, another low mileage car! After all the yacking I've done about motor mount cracks I forgot to look at Norm's. Sorry about that Norm. I'll check it later. Before he even got it titled, Norm was driving his new purchase home and the hood flew up and bent the stainless windshield frame and shattered the glass. Oddly enough, it did little damage to the hood itself, just dented the aluminum center strip and the whole affair can be repaired quite simply. I'm putting Norm in touch with Dick Creighton here in Phoenix who after working on mine for the past six months is becoming something of an expert on Squire rebuilding. Norm's Serial # is 11041545 - which starts another question!

Tim Sharons serial # is 11020525 and it has been Tim's theory that the last two numbers reflected the manufacturing sequence. Thusly, Tim's car would have been the twenty fifth car built in the series. Some time ago, Rick Pompilii sent me his number and on a hunch, I checked it when I returned home. It is 11048545. Match that to Norm's and we have another Squire mystery to solve. No matter how I slide them around the numbers dont make sense in any chronological sequence. Any ideas?

Which leads me to another topic. I have been a little careless about getting the basic facts into our club records so I've designed a little questionnaire that I request you complete and return to me. I'll then send a master copy to the Intermeccanica Club and the Registry of Italian Oddities so someone else wont have to redo all this in another twenty years. I'll include Norm Miller and Tim Sharon so I have that info in the files. Thanks guys.

Tim Sharons car is almost letter perfect. Bright yellow with white top and curtains. Tim has added 12" headlights and the Jaguar hood ornament. He has both power brakes and air condtioning that I suspect are both after-market installed, and an automatic tranny. He has done some other interesting things like re-do the dash in walnut veneer and he had a bag made to hold his side curtains that looks like a big, black briefcase. He was having heating problems so he had his radiator double cored and at the same time they changed the lower hose outlet to 2" to get rid of that plumbers dream from the factory.

We put Tim's Squire up on the rack at his favorite muffler shop and found out at once why his motor mounts are not cracked. Someone else had already fixed them. Ursula??? Some time ago he had had the tailpipe elevated and put OVER the rear axle and installed a 30" glasspack muffler which gives the car a nice, deep rumble. We were out taking a ride on a beautiful Saturday morning and our two big butts were putting the body down on the drive shaft when we hit a sharp bump. As luck would have it we drove past an old fashioned spring repair shop in West Covina and Tim made arrangements to have the two existing 16MM rear leaf springs re-arched and add one more short section. By the way, he had already hand made replacements for the convertible top tie-down brackets so every one of our Squires has the same weak points and the object lesson is, fix or replace it before you break down in East Cupcake, Iowa!!!

In inspecting Norm and Tim's cars I found two very important things about mine. First, I don't have the original seats that Tim thinks came from a Fiat Spyder 100. Mine are Pinto and not as comfortable as yours. Second, once my Squire warms up I get a blast of hot engine air under the dash that's not funny in Phoenix in July. Tim had found years ago that there is a one inch gap the entire length of the firewall between the upper and lower body parts. He stuffed his full of insulating putty and you can bet I'll stuff mine as soon as I get the car back from the paint shop. If it's a problem for any of the rest of you, drop me a line and I'll sketch out the area that needs to be filled.

Tim has one of the few original Squire logos intact and on his rear deck and he made a rubbing for me, a copy of which is attached. It is sawed out of 1/16" aluminum flat stock and could be transferred from the rubbing copy to the flat stock with carbon paper and cut with a jeweler's saw if you have an interest. The two heavy black dots in the center bar are where the logo is attached to the body with pop rivets.

Last, the Northern Calif. Kit Car Club put on a nice car show each Sept. at the San Leandro Yacht Basin and Tim and I discussed the possibility of entering? That's assuming my car is complete by then? The Basin is about a twenty minute drive for Bob Potter and if Norm's car is ambulatory by then he may want to join us? Lot's of ifs there but wouldn't it be nice to see four Squires lined up in a row? I could get that in one or both of the national component car magazines. More on that later.

Many months ago, John Fulton (Italy) sent me his sketch of some rub strips to keep the spare tire from rubbing on the paint job. Now that mine is newly painted I think I'll make up and install a set. Thought you may like to try a set so I've included a copy of the sketch. Have also included a new roster to reflect Norm's membership and a copy of some pages from the British magazine KIT CAR to show you how goofy I've become to find the rest of the Squires. Pretty dumb, huh?

By way of general news, we've had no results from the April Hemmings add. We'll keep trying tho. I'm still working on the problem of reasonable cost for simulated ear type knock offs to attach to the wrench type knock offs. Almost have that one solved.

One of the problems on my Squire that has vexed me is storage of small items when we have no glove compartment. I found out the hard way that you can stuff just so much junk in the door pockets and then they tear. By chance I discovered a storage pocket gadget sewed out of black vinyl that can be screwed neatly to the upper or lower vertical compartment walls behind the seat. This has the effect of quadrupling present storage space. The original design was intended to be screwed behind the seat on pickup's and is called Cab Caddy by Wolf Automotive Products of Santa Anna, Ca. Cost here is \$15.70 and if you are interested and cant find one I'll be glad to pick one up and ship it.

After founding and running the Arizona Kit Car Club for two years I elected not to run for office again and for the past two years we have had spotty officer performance with a resulting 70% drop in membership. I have just been drafted and elected to the presidency again and that will take a little more of my available time but I'll do my best not to let it effect the Squire SS-100 Club which is my first love.

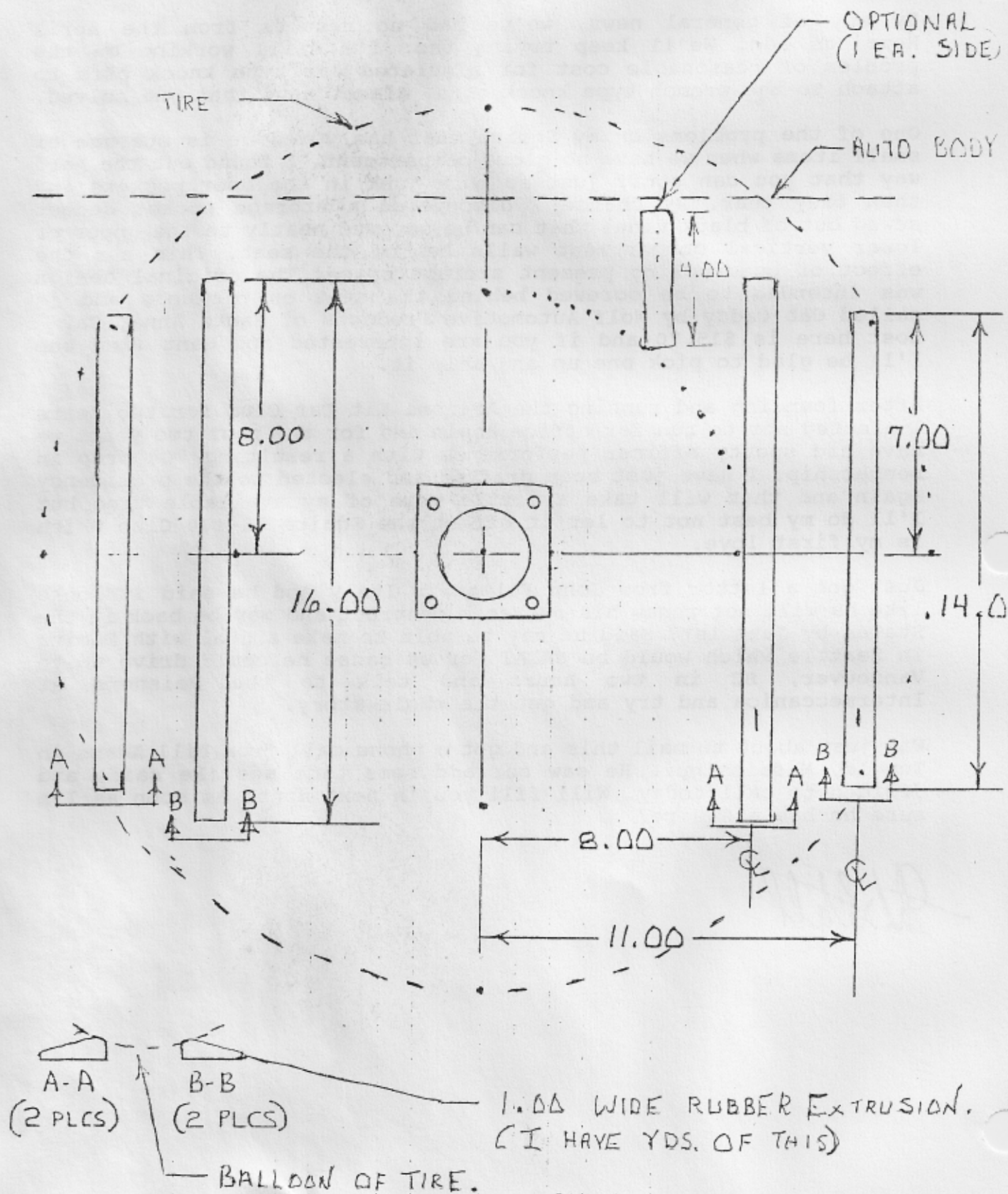
Just got a letter from John Fulton in Italy and he said it looks like he will not renew his overseas contract and may be back in the States by June 1st? Said he may be able to make a deal with Boeing in Seattle which would be GREAT for us cause he could drive up to Vancouver, BC in two hours and talk to the Reisners at Intermeccanica and try and get the whole story.

Was just about to mail this and got a phone call from Bill Adams in Tupelo, Mississippi. He saw our add some time ago (He said) and decided to call today. Will fill you in next month as soon as I'm sure he has a Squire?

Al Hall

SPARE TIRE RUB STRIPS.

ATK 21
PAGE 4
(MINIMUM 5 DAYS AFTER PAINT,
(120 HRS.)



WILSON'S

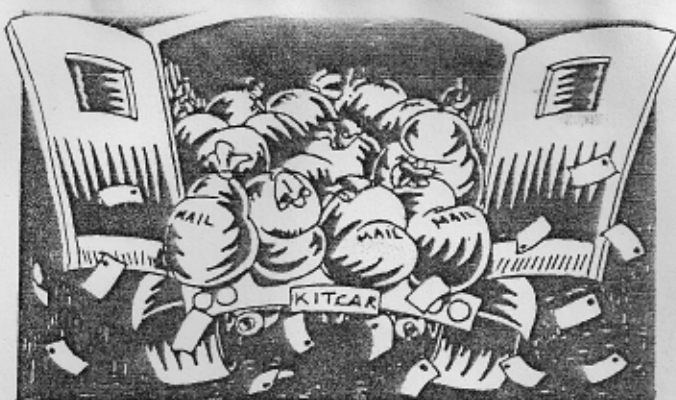
December 1990
£1.70

FROM
PAGE 6

kit car



INTERNATIONAL
REVIEWED
GERMAN
"SEVENS"



POST BAG

Mystery Play

Dear Postbag,

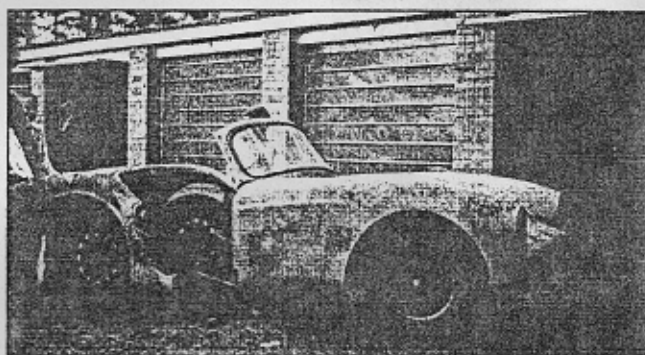
Please find enclosed photographs of a 1950's special which I recently rescued from sitting at the bottom of a Norfolk garden for the last 25 years.

The fibreglass body sits on an Austin Seven chassis. Front and rear axles are from the same source but the engine is Ford E93A. The car is/was unfinished and the doors and bootlid are missing.

The lack of sill sections suggest that the body was designed for either the Austin Seven or the Ford 10 Chassis.

So far the identity of the car has eluded me, although an Ashley or Turner seems to be a possibility. Can you help throw some light on the subject?

Yours, Andrew Green.



Careful perusal of the photograph provided has brought myself and our in house expert in these matters to the conclusion that this is indeed a very rare car, an E.B..60. what makes this even

Dear Postbag
Nice mag etc, etc, but may I make an observation?

Is it a deliberate mistake or are the editorial staff in need of some geography lessons? I refer to Newark '90, where the writer puts Newark in Staffs instead of Notts. Also, in Help One in which Christchurch has moved to the sunnier climes of Devon. I am sure this is just to keep us on our toes, otherwise keep up the good work.

Oh, do I get a sweatshirt for spotting the mistakes?

Yours, A. Burgess, Lincs (or is it Lancs?)

Well actually, it is quite deliberate. As a Scot I get thoroughly fed up with English news announcers getting place names wrong, and worse still, moving the location of minor villages such as Perth and Stirling on maps. So I thought that it was about time I got my own back by rearranging the geography of England! So there!

And no, you do **not** get a sweatshirt, because if we gave a sweatshirt to every clever dick that spotted mistakes we would soon be out of business!

International Mystery

Dear Postbag,

A small group of us in the States are trying to track the history and secure literature, article copies etc, of a sports car made in Italy in the early '70s called the Squire SS-100, a reasonably close copy of the 1937 Jaguar SS-100. We don't know the manufacturer's name, but the literature that we have says that the 'Body by Carrozzeria Ramponi'. The cars are equipped with a Ford 250 CI straight six engine and have Ford drive trains and running gear, mostly late 60s and early 70s Mustang and Maverick parts. We have no idea how many were made or what the world distribution was, but there seem to be quite a few in the U.S.

We would appreciate any help that you or your readers may be able to give us regarding our research into the Squire. If anyone has any information can they contact me at the address below.

Yours, Arthur Stahl
11826 South 51st Street
Phoenix, Arizona 85044
USA

Sorry Arthur, but we have drawn a blank - this car was just a little bit before our time. Perhaps one or two of our readers may be able to assist you. Love the address by the way!

Mysterious Martin

Dear Postbag

After speaking to your helpful staff at Newark about my mystery car, I decided to send a couple of pictures in to see if Russell James can help to identify it.

It is based on a 1946 Fordson 5cwt van chassis and running gear.

The body is a very heavy webbing-type fibreglass which is bolted directly onto the chassis.

The bonnet is an unusual concave shape; the floorplan is flat and sits on top of the chassis, which makes it seem as if you sit on the car rather than in it, just like Noddy.

Can you help identify it for me?

Yours, Brian Stewart, Brighouse.

Well, we have found a name for your car, and a very rare beast it is too. This is in fact a Martin, one of five known to Russell James, and from the photograph apparently one of the best that he has seen. Martins will be the subject of a forthcoming Hindsight article.