

CLBCOM 115

JULY-AUGUST, 2002

Squire SS-100 Registry

CHASSIS # 21 CHANGES HANDS

In the last newsletter we reported that Member Bob Murray had purchased Chassis # 34 from DR Bill Freeman. That put Bob owning both numbers 21 & 34. Guess he decided that was one too many so he has parted with # 21 to a long standing friend who lives in a neighboring town. Please welcome Calvin & Linda Morgan, 305 8th Street, Butner, NC 27509-1803, Area 919+575-5915. Those with computers can contact Cal at: clmo40@aol.com

Had a brief telephone chat with Cal and he mentioned that he's been restoring older cars for years, mostly MGs, Fords & Chevys. He did say his Squire SS-100 may be his last fun car and, as so many of us have in the past, he plans a complete restoration. He's already looking to replace a few missing original parts, one of them being a pair of original horns. If anyone out there has a pair they're willing to part with, you can contact Cal directly as shown above.

THE SQUIRE SS-100 REAR END ASSEMBLY

Here's something I was aware of years ago and should have included in the newsletter earlier: Newest Member Cal Morgan is relining his rear brake shoes and reported that the brake shoe for the 1972 Maverick is 1-3/4" wide but the brake shoe he was removing was 2" wide. What gives, sez he?

The entire 9" rear end assembly on our car is 53" wide and was used on the 1969-72 Ford Mustang and to the best of my knowledge, the same years in the Ford Comet. So, when you need parts for any part of your Squire rear end - from the brake drum to the differential, the call out will be for Mustang - not Maverick.

CHASSIS #7 CHANGES HANDS

The new owners are Jim & Donna Fox, 30789 M62 West, Dowagiac, MI 49047-9338, Area 269+782-5222. Email to: booklady@beanstalk.net Chassis #7 has had multiple owners since we located it twelve years ago and Jim Fox says he plans a complete restoration.

THE SQUIRE SS-100 REAR SUSPENSION SYSTEM

has been mentioned in the newsletters occasionally but until Paul Dullaert tore into the rear leaf spring problem on his #34, little has been done about it. Paul is working on an upgrade of the rear springs and that's forced me into taking a hard look at mine. We're positive you're waiting breathlessly for this exciting report and we'll write it all up in a later thrilling issue of the Squire SS-100 newsletter. Look for it!

NEW INTERMECCANICA LOGO BADGES FOR YOUR SQUIRE?

A year or two ago I located one of these badges that is being used on current models that Intermeccanica is producing in Canada. I was able to contact the manufacturer of the fired enamel badges, get a price and many of us ordered them. At that time I thought they'd fit nicely on the front of the radiator shell of our cars but it turns out they do NOT fit correctly. They'll fit many other parts of the car but not the shell. While beautiful, they're a little to large and not quite concave enough for a good and secure fit.

At about that same time Jim Dimond located another badge that Intermeccanica used on one of the Porsche roadsters they produced when that firm was operating in California. This is a slightly smaller badge in red and cobalt blue that fits exactly on the radiator shell and looks GREAT. I know this because that badge is now affixed to the radiator shell of my own Squire SS-100.

The firm in Iowa that produced the badge can no longer produce a copy so I contacted our last source in Canada. The good/bad news is they can reproduce it but not cheaply. Why? Because they have to hand make a die to stamp the curved pattern + metal borders. Cost of the die is \$275. After the die is made we can buy the badges for about \$30 delivered to the members homes. I can't hack the die cost by myself so if one or more members want to act as financial "angels", contact me and we'll see what we can work out.

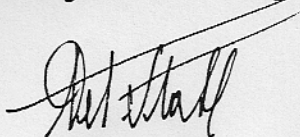
And the next question may arise, "Why do we keep bringing up the subject of Intermeccanica badges"? And the answer is that the number one gripe I hear from the membership is why do folks keep asking if our Squires are kit cars? That has not happened to me since I installed the Intermeccanica badge on my radiator shell. Quite the opposite. I have people say, "Intermeccanica! Oh I've heard of them". So, contact me if you'd like to participate in this new badge effort?

THE SQUIRE SS-100 PARTS & REPAIR INDEX

Member Paul Dullaert has torn into mechanical upgrades on his recently acquired Chassis # 35 and while the existing Index has been helpful, he's noted that there have been many changes and additions since it was first published. So, he's busy reworking and updating the current issue. It should be ready to ship with the first issue of this newsletter in 2003. In the process he's also made up a list of times your car was mentioned in the newsletters and it's included with this issue.

AND ALWAYS REMEMBER

Age is a very high price to pay for maturity!



CHASSIS NUMBERS IN THE NEWSLETTERS

Clbcom 115

Page 3

CHASSIS NEWSLETTERS IN WHICH IT IS MENTIONED

1	
2	40, 51
3	97, 103
4	20, 50, 77, 93, 97
5	24, 25, 67
6	39, 105, 109
7	32, 38, 71, 75, 79, 90, 92, 95, 97, 109
8	95, 105
9	47, 66, 75, 96, 104
10	70, 78
11	53, 91, 95, 99
12	73, 79
13	53
14	41
15	102
16	17, 39, 98
17	21, 75
18	72, 81, 106, 107
19	14, 22, 30
20	11, 48, 95, 97, 98
21	32, 44
22	36, 37
23	40, 98
24	42
25	8, 102

26	
27	102
28	79
29	53, 70
30	41, 58
31	102
32	14, 29, 67, 81, 85, 88
33	73, 87, 97, 98
34	53, 91, 95
35	41, 43, 49, 73, 104, 113
36	102
37	
38	102
39	14, 35, 95
40	102
41	11
42	53, 73, 79, 85, 94, 95, 97, 105, 110
43	53, 96, 103
44	15, 41 (as #45 in error), 73
45	42, 105
46	30, 47
47	26, 54, 75, 103
48	11, 112
49	64, 84
50	4, 22

NOTES: The newsletter number is only recorded if the chassis number was actually stated. For example, Ed Spielman's car (#32) is mentioned in many newsletters but, unless the chassis number was specifically stated, the newsletter number has not been listed.

This list includes all references up to and including Newsletter #113.