

CLBCOM 123

Squire SS-100 Registry

NOVEMBER - DECEMBER, 2003

SPARE PARTS AVAILABLE

I am now old enough that I can no longer keep odd bits of data in my head. In fact, I'm not so sure I ever could -- but to get to the point, a few members have asked if this or that part was available and I now disremember who they were or what they were looking for so I'll start all over.

Someone was missing the entire convertible top, frame and all? I've just been informed that members Cal Morgan and Bob Murray have had new stainless frames made and their old, original ones are available to anyone that needs them? Contact me or them directly.

Someone asked me sometime ago if the Squire parts pile in my shop attic contained any dash mounted defroster nozzles? At the time it didn't but I will have a pair that I'm removing in the restoration of Ron Seigerman's Chassis # 13. Give me a call if you need them.

THE NEWSLETTER COLLECTION

As I've said in the past, each year the old newsletters become more and more important as a history, repair and parts manual and finally, as important a part of the resale value of your Squire SS-100 as any other major part of the vehicle. These collected letters have also been a major help in achieving the world wide recognition and acceptance that our Squires and the Registry has received.

Lately I noticed a disturbing trend where some owners want to keep their newsletters when they sell their Squire to someone else. Ex-member John Manser sold his Squire to members Tony & Martha Hannan but kept the complete collection of bound newsletters and nothing they could do or say would get him to part with them. I finally did reproduce the entire collection in three binders plus the Repair & Parts Manual and shipped it to them but believe me, this is a damned expensive solution. In the future I will suggest to any prospective owner that they insist on getting the newsletters with the Squire.

Meanwhile, I guess it's time to offer an updated newsletter reprint service. If you are missing copies of the letters between #1 and 122, I'll have them reproduced and ship them along at whatever the copy charge is plus envelope and postage - a good deal. If anyone is missing the entire collection let me know and I'll come up with a price to have them all reproduced, and shipped in binders of fifty letters each. The more needed, the cheaper they get so give it some thought and let me know.

JOHN FALK - CHASSIS #17

With sadness we report that long time member John Falk passed away after a long illness. John, a retired commercial airline pilot had purchased the completely restored #17 from Jim Ferrara of Devon, PA. Ferrara, whom we met at the Carlisle Import Car Show last May, had done an unusual conversion by removing the stock Ford 250 CID engine and replacing it with a Ford 240 CID engine, ten cubes less but a more responsive engine said he?

Daughter Carrie Andrews is handling John's estate and at least for the time being will hang onto John's Squire SS-100 and Jaguar XK-150 and his membership in the Squire SS-100 Registry.

BILL LIESKE - CHASSIS #44

It is with sincere regret that I report the sale of good old #44 to long time Associate Member Paul Helmick. That is to say that I'm sad that Bill has sold the car but glad that it stayed in the western family and knowing that Paul Helmick will cherish that beautifully restored Squire.

Bill, Ed Spielman and I were responsible for the formation of the Registry and we have equal shares in it's success. Many's the good time we've had in our cars but Bill's recent bouts with the medical profession have handicapped his use of #44 and he made the painful decision to transfer it to someone that would use and maintain it. Bill continues his membership in the Registry and we'll also continue to see him at the Western functions - and he'll always remain one of my best friends!

THE DELRIN BUSHINGS

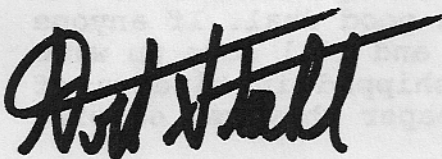
that support the torsion bar front suspension are an important part of our cars and Member Sam Handle (Chassis # 5, The Black Beauty) has contributed another supply of them to the spare parts pile. So, if no amount of WD-40 will stop the squeaks & squawks emanating from your front end, contact me and I'll supply you a set at no charge except postage. Installing them is a major job so consider that before you attempt this particular endeavor.

MEMBER PAUL DULLAERT (CHASSIS # 35)

has contributed another interesting article and it is attached.

HAPPY HOLIDAYS - AND ALWAYS REMEMBER

People who drive like hell are bound to get there eventually!



CHECKING ALIGNMENT OF REAR AXLE TO BODY

The body is not installed square with the frame on #35. The back is too far to the right and the front is too far to the left. This made the rear tire protrude further beyond the fender on the left than it did on the right. Also, when I measured the wheelbase on each side I found them to be different. The right side was longer so that the gap between the front of the rear tire and the forward edge of the fender well was larger on the right side than on the left. This meant that not only was the chassis going down the road skewed to one side (crabwise) but the body was skewed on the chassis and that made the skew angle appear even worse to someone following behind.

I went to considerable trouble to move the axle to the right so that equal amounts of tire showed beyond the body on both sides. I also moved the axle forward on the right so that the gap to the fender was more equal on both sides. Then, after some serious thinking, I realized that it didn't matter if the wheelbase wasn't exactly the same on both sides. I didn't care if the chassis went down the road straight or skewed and nobody would ever be able to tell anyway. What would be noticed by the driver or an observer would be the attitude of the body. What I had to achieve was to get the rear axle exactly perpendicular to the body centerline. I thought I had got it quite good but how to check it? I couldn't follow myself down the road and since the Squire doesn't have a slab-sided body, it might be quite hard to judge.

Motorcyclists have a similar problem when they move the rear wheel to adjust the chain. So I used their method to see if the axle was perpendicular to the body. The pictures show a straight plank raised high enough on blocks so that it's just above the bottom of the rear wheel rim (above any bulge in the tire sidewall). I pressed the edge of the plank firmly against the front and rear of the tire and let the forward end of the plank find its own position. Then all I had to do was stand at the back of the rear fender and visually line up the rear and front fender edges. If the plank is parallel to the edges, all is well. I also tried it on the other side; that would have been different if the fender edges were not parallel (i.e. if the body tapered one way or the other). Fortunately they are parallel and all looks well to me. The pictures show the setup and the verification of correct alignment. It's always nice to be going straight down the road.

Paul Dullaert Nov. 17, 2003

