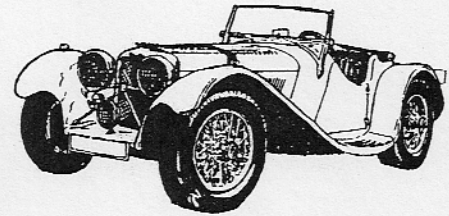


**MARCH-APRIL, 2006**



*Squire SS-100 Registry*

**REMOVING THE SQUIRE SS-100 GAS TANK – PART II**

We need to add this to the subject article in the last newsletter edition.

Our gas tanks are held in place by four steel straps two on top and ditto the bottom. When assembled in Italy, Intermeccanica padded the inside of all four straps with what appears to be scrap rubber to prevent chaffing between the tank and straps. After all these years that insulating material has worn out or is in otherwise bad shape so when you drop your tank, they should be replaced on all four straps with a suitable, rubber or neoprene material.

Well, that's exactly what we did on Mark Offenbergs # 46 and when we finally turned on the ignition, the gas gauge didn't work. Damn! What to do? Then, after hours of stewing and email chats with Paul Dullaert in Canada I realized what I'd done. We'd padded the four straps so efficiently that there was no longer any metal to metal contact between the tank and the frame and DC wiring systems will not work if they're not grounded firmly to the frame.

Once I'd figured that out I rigged up a grounding wire between the sending unit and the grounding stud located on the rear inside of the frame and – PRESTO!, the gauge worked. I also hasten to tell you here that it's a lot easier to install the grounding wire to one of the six studs securing the sending unit while the tank is still on the floor than standing on your head and working blind once the tank is up and in place as I did.

**REAR SHOCKS FOR YOUR SQUIRE?**

Over the years many of the members have complained about their cars bottoming out when driving over anything larger than a pebble in the road? I addressed that problem on Page 2 of CLBCOM 50 if you'd care to look it up? That particular article mentions solving the problem with a set of Gabriel Hi-Jacker Model 39105 air shocks.

In overhauling Mark Offenbergs # 46, we made some mods to his rear suspension. Mark had always had a bottoming out problem and the mods made it even worse. There are two or three ways to solve this but both the cheapest and quickest to solve this is to install air shocks. So, I went to the parts store for some Gabriel Hi-Jacker # 39105s and found that while the shocks remain the same, Gabriel has changed the part number to 49105 so that's what you want if you're looking for a softer ride? They sure solved Mark's problem!

**ORIGINAL PIRELLI @ GOODYEAR TIRES?**

I've re-tired my # 50 three times over the years but since the original big Pirelli spare had never been on the ground, I just kept it as the spare. One day a few weeks ago I was walking behind my Squire and noticed that the tread has separated from the body right where the steel belts are situated. I went right out and replaced it with the cheapest tire I could find but did downsize to a P205/75R15 so that the inside of the rear bumpers are not jammed up against the spare.

(Continued)

In my travels around the country I have noted that many owners are still driving on the OEM tires, mostly, I suspect, because they still look new tread-wise? If you fit that category it's time to mention that those original tires were a misapplication in the first place. They are bias/ply instead of radials and since tires are made long before a car is assembled, they are pushing forty years old and are starting to dry rot and that's what happened to my spare. Tread separation from old age. So, if you still have those big OEM tires I suggest you do not drive your Squire over 25 MPH and give serious consideration to replacing them.

#### **CARTER RBS CARBURETORS**

are the carbs our Squire's came with and with so many of our roadsters just sitting idle most of their lives, those old single barrel carbs are getting gummed up and causing start and idling problems. Rebuilt units from your local mechanic or parts house are getting harder to find so if you need one replaced, box it up and send it along to me and I'll have it done here in Phoenix. Cost, including freight, is about \$150.

On that same subject, if any of you have an old Carter carb just sitting around, consider shipping it to me and I'll have it rebuilt as a swapping unit to cut the replacement down time.

#### **THE SQUIRE STEERING GEAR BOX**

Is located at the base of the steering column and is another Squire part that we've ignored for years. Sid Weaver recently brought his Squire to Phoenix to have the front end adjusted properly and the mechanic noted that it steered hard. So he removed the filler from the gearbox and using a standard grease gun, pumped and pumped to get that box full. In the process he forced some of the original grease out and let us finger it - and it was full of grit. He said that was worn metal from the two metal seals at either end of the worm gear. We had the same situation the next week when we lined up Mark Offenbergs's # 46. So, next time you lube your car, remove the filler nut from the steering box and fill until it overflows with NLGI No.2 EP or equivalent grease.

#### **ALSO ENCLOSED**

Is an up-to-date Squire SS-100 Registry Roster? Will you please be kind enough to look over your portion and let me know if it needs updating or correction>?

#### **SQUIRE SIDE CURTAINS?**

Don Dewrell's # 45 is being restored here in Phoenix and the metal in his side curtains had rusted to a point where they have to be completely rebuilt. We can still use what's left as a pattern but things get cheaper when you work in quantity? So, if yours need to be replaced or repaired, please contact me ASAP and we'll come up with pricing?

*Don Dewrell*

**SQUIRE SS-100 REGISTRY**  
June, 2006

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**Red - Auto**  
S/N 11019525

**Yellow - Auto**  
S/N 11012525

**Brown - Manual**  
S/N 10008525

**Red - Manual**  
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**White - Auto**  
S/N 11014525

**S/N 11020525-Yellow-A**  
**S/N 11033525-Red-M**

**White - Auto**  
S/N 1023525

**White - Auto**  
S/N 10038545

**Red - Auto**  
S/N 11026525

**White - Auto**  
S/N 11024525

**Yellow - Auto**  
S/N 11039545

**Red - Auto**  
S/N 11002525

**Blue - Manual**  
S/N 11045545

**Creme - Manual**  
S/N 11035525

**Blk/Yel - Auto**  
S/N 11010525

**Yellow - Auto**  
S/N 11015525

**Yellow - Auto**  
S/N 11007525

**S/N 11011525-Silver-M**  
**S/N 11009525-Creme-A**

**Black - Manual**  
S/N 11005525

**Red - Auto**  
S/N 11022525

**Maroon - Auto**  
S/N 11044545

**Red - Auto**  
S/N 11018525

**Red - Auto**  
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| chassis | State | Owner     | Chassis | state | Owner    | Chassis | State | Owner     |
|---------|-------|-----------|---------|-------|----------|---------|-------|-----------|
| 01      | PA    | MIGDON    | 17      | NY    | TAULER   | 34      | NC    | MURRAY    |
| 02      | FL    | CUNEO     | 18      | AZ    | JENSEN   | 35      | ON    | DULLAERT  |
| 03      | MI    | WEIGAND   | 19      | WA    | ALLEN    | 36      | ?     | ?         |
| 04      | MA    | SULLIVAN  | 20      | AZ    | BRECKEL  | 37      | PA    | LEONE     |
| 05      | NY    | HANDLE    | 21      | NC    | MORGAN   | 38      | NJ    | CERBONE   |
| 06      | MI    | MICHEL    | 22      | NY    | HANNAN   | 39      | MD    | CRAFT     |
| 07      | MI    | FOX       | 23      | NY    | CACCESE  | 40      | ?     | ?         |
| 08      | AZ    | BLETHEN   | 24      | NJ    | COVIELLO | 41      | CA    | MILLER    |
| 09      | TN    | FREEMAN   | 25      | ?     | ?        | 42      | NM    | WEAVER    |
| 10      | MD    | EDMANDS   | 26      | NJ    | COPPOLA  | 43      | TX    | MACIAS    |
| 11      | TN    | FREEMAN   | 27      | ?     | ?        | 44      | NM    | HELMICK   |
| 12      | NM    | BALLARD   | 28      | LA    | KAUFMAN  | 45      | FL    | DEWRELL   |
| 13      | NY    | SEIGERMAN | 29      | NY    | O'KEEFE  | 46      | NY    | OFFENBERG |
| 14      | NY    | BOULUKOS  | 30      | GA    | BOLES    | 47      | MO    | O'KEEFE   |
| 15      | PA    | FELBIN    | 31      | ?     | ?        | 48      | PA    | POMPILLI  |
| 16      | NC    | WHEDBEE   | 32      | CA    | SPIELMAN | 49      | AZ    | WALTERS   |
|         |       |           |         |       |          | 50      | AZ    | STAHL     |