

MAY - JUNE - JULY - AUGUST - SEPTEMBER

PARDON THE DELAY

Squire SS-100 Registry

in getting this issue out. Your editor has had some serious surgery and a long and uncomfortable recovery period that is not quite over yet. Couple that with the summer doldrums, I'm not working on someone else's Squire at the moment and discovering new flaws to talk about and the fact that the membership is also not contributing publishable material. Surely someone has stumbled over some fixable fact that would interest the rest of the membership?

EAST COAST REPAIRS & IMPROVEMENTS

Ron Langdon of Langdon's Automotive in Freeport, L.I., NY has worked on many a Squire SS-100 over the years, enough so that we have nicknamed him Squire East. I believe that Ron understands both the faults and strengths of our roadsters.

A few months ago I received an email from member Maria Caccese who complained that there was something very wrong with her pet Squire but she did not trust local mechanics and could I recommend someone? I sent her Ron's name and address, explaining that he knew Squires, did good work and did it reasonably (by Eastern standards). Maria contacted Ron and then loaded her roadster on a flat bed tow truck and shipped it to Ron, a distance of about 100 miles or one end of Long Island to the other.

Maria's Chassis # 23 was once owned by Warren Moore who kept the car in dead storage for many years, a practice we know is particularly hard on Squires. After receipt and inspection, Ron called me to report that Maria's C-4 automatic transmission was shot, there were a dozen smaller items that needed correction but the surprise he found was that the entire front suspension had collapsed and needed to be rebuilt for safe road handling. Since the original or replacement torsion bars are no longer available, Ron got really innovative and figured out how to weld in and install coil over shocks. Both he and Maria now report that the car handles well and rides like a dream. Looks like that's the way to go in the future as our front suspensions deteriorate. Problem is we'll need a print on how to do it for the out-of-towners. When one of you Long Islanders finally volunteer to do a Fall Squire get together, possibly Paul Dullaert, our resident repair engineer can attend, measure and photograph Maria's Squire and produce a how-to print and write up for the rest of the membership.

THE SQUIRE CONVERTIBLE TOP CLAMPS

Here's a subject we probably should have addressed a long time ago since they now seem to be giving some of the member's fits: Many members almost never put their tops up but once in a while you really need to and they're useless if you can't clamp them down before proceeding again.

The clamps fail for two principal reasons, (A) the owner does not know how to use them and (B) the clamps were not great to start out with. Let's address the latter first.

The original top clamps were a brass sand casting and not a very good one at that. I say that because the weak link in the assembly is the stirrup that links the top and bottom portions together. I've examined and replaced a number of the OEM clamps that always fail at the stirrup and the fault has always been that the stirrup has occlusions or "blow-holes" in the casting that causes the part to eventually fail at that point. The (A) reason is always that the owner has not lined up the top and bottom of the clamps properly and then exerts heavy pressure to get the stirrup secure. If you have a weak spot in the stirrup, it lets go at that point. You really have to lean down and peak under the top canvas to be sure the two halves are lined up before you close the first clamp. Then the other side is automatically lined up

Over the years I have purchased two sets of OEM clamps from owners who replaced them with Perko* clamps and a few other owners have contributed broken OEM parts that we've used to make up complete sets. However, this option is exhausted and we are now machining up new stirrups so we can repair yours. Don't have a price yet and I'll include that in the next newsletter. (Continued)

*Perko is the trade name for a marine hardware company that produce the Perko # CH 1112 Hatch Clamp available from marine dealers. However, the installment holes do not match the original holes in the windshield post so you either have to be handy with drill and taps or have a pro install them.

So, if your top clamps need work, call or email me and I'll give you the price and procedure to have them repaired?

MAKING YOUR SQUIRE GO FAST?

Making your engine a go-fast device seems to be the next step in Squire modifications, especially for owners that have fixed and improved everything else possible. There are several small firms around that specialize in hot-rodding straight six engines and our Ford 250s can have the horsepower almost doubled, depending on how much you want to spend? At the moment member Paul Helmick with # 44 and George Breckel with # 33 are in the middle of this procedure but both approaching it from different directions? I can't wait to drive them on completion and if I know Arthur I suspect I'll be the next one to get the bug?

AND SPEAKING OF SQUIRE SS-100 IMPROVEMENT

My shop is currently empty with nothing scheduled so if you need anything from simple repairs to a complete restoration. I'll also fly to your location for repairs or estimates. Give me a call at 480+893-9451 and we can discuss it.

AND ALWAYS REMEMBER

If you lend someone \$20 and never see him again, it was probably worth it.

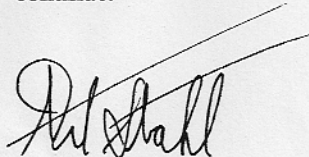


RESIGNATION

I've been doing this for sixteen years and its time for me to hang it up and let someone else take over. In the beginning there was so much to talk about that I had to restrain myself from sending out eight and ten page newsletters once a month. But, as the years passed and we solved more and more of the built-in Squire problems it became harder and harder to find interesting material. A few years ago I switched publication from once a month to every other month and had been thinking of once a quarter after the first of the year? However, I've recently asked certain members for contributions and was refused. That led me to, "Why in the hell am I doing this"?

So, I'm asking someone to step forward and volunteer to take up the slack and keep the newsletter going. I'll turn over all the files and other material necessary to continue publication and you can run it any way you see fit? I'll take it thru the end of this year and continue to assist the new editor but if no one comes forward the letter will cease publication. I'd hate that because the newsletter has been the binder for the Registry and all the improvements we've collectively made in both performance and value.

Finally, I do plan to stay very active in the Registry and it's activities. Please continue to contact me for advice, help and whatever else strikes you? Most of the membership are close friends and I'd like that to continue.

A handwritten signature in dark ink, appearing to read "Art Hall". The signature is written in a cursive, flowing style with a long horizontal line extending from the top of the first letter.