

CLBCOM 139
SO FAR IN 2007

Squire SS-100 Registry

NEWSLETTER PUBLICATION

In the last newsletter I warned that I was running out of things to talk about. I mentioned that I was also running out of money and requested voluntary donations. Not one cent came thru. This letter will wipe out the last of the reserve I had so there's a good chance this'll be the last one?

I had hoped that someone would step forward and take over publication but that also does not appear likely. The Squires were selling for \$2,500 to \$7,000 when we first organized the Squire SS-100 Registry and thru our efforts we're now recognized on a worldwide basis and the roadsters are commanding prices in the high teens and low 20s. Squires that sat in garages for years or were about to be junked are back on the road and winning car shows on a national basis. It's a damn shame to let all that go but I've taken it as far as I can. It's your turn.

THE SQUIRE SS-100 HOOD LATCH

I've recently been informed that yet another Squire hood got loose, came up under speed and creamed the windshield, bending the frame top and breaking the glass. This has happened to a half dozen Squires and I've been able to fix four of them here in Phoenix. Here, however, is how it's happening:

When the cars left Italy there were equipped with a poorly designed mechanical hood latch and a hood belt. The base of the hood latch was OK but the top portion is an "L" shaped catch that's pop riveted into the fiberglass hood. These have worn out or become mis-aligned over the years – and that's where the hood belt came into play as a safety measure. It takes over when the mechanical catch fails. What's happened is that many of the leather safety belts have dried up and fallen off or been discarded and not replaced. Bad mistake! If your belt is gone or cracked and needs replacing there are a number of ways to accomplish this. You can buy tool belts at Home Depot or Loews and install them as is. Best way however is to use Tandy Leather. If you don't have a store in your town you can pick up what you need on line. They produce a 2" tanned leather belt that comes in lengths up to 46". They're one piece with one end ready to install a buckle. If your old buckle is shot you can also buy that from them plus the black dye and even a final gloss finish to make a really nice hood belt. Cut the belt in two to get the two halves you need, position the buckle over the aluminum center strip and anchor the bottoms with new stainless hardware after trimming the surplus ends.
(Continued)

If your windshield is already damaged I can fix it here in Phoenix. Here's how. Remove the entire windshield assembly by removing the three bolts at the base of both windshield posts. This is a two-man job because the assembly is both heavy and clumsy. Once off and on a workbench, remove the two posts with the windwings attached to them – and the bottom cowl spacer. It's already damaged so you don't have to be too careful how you package it but your best bet is to take it to a UPS store and have them wrap it in heavy duty packaging and have them ship it.

Once here I'll straighten the frame and install a new windshield. I'll also have to weld in new stainless post studs because Intermeccanica used carbon steel in the stainless frame and 90% of them are rusted out. If you need more info, call or email me and we can discuss.

CHASSIS # 45

Believe it or not, is still here in Phoenix being restored. The good news is that it's almost finished and I should be returning it to Don Dewrell in Florida who, I should add, has been very patient thru all this. My excuse? I've never worked on a Squire SS-100 as messed up as this one was. If it's aluminum it was corroded. If steel, rusted thru. If it moved it was either broken or frozen with rust. All five wheels were rusted beyond use and had to be replaced along with both seats and both side curtains. All the wiring had been cut loose and painted over, even behind the dashboard. All the lights were rusted beyond repair and had to be replaced along with the entire convertible top frame, which I reproduced. All four wheels were barely turning because the car sat so long in the open that mud dauber wasps had packed the entire inside of the brake drum assembly with their nests.

I'm not done yet. There was a chipped tooth in the transmission and it had to be replaced. Someone had installed the wrong starter, which tore all the teeth off the flywheel and the metal debris flying around inside the bell housing finished off the clutch and pressure plate. Both motor mounts had torn loose and those and large sections of the frame were cut out and replaced with new steel along with a cross member added to beef up the entire frame. All the upholstery was missing and finally, the car had sat out in the rain so long that all six instruments had flooded. I took them all apart, repaired the electrics, cleaned the faces and repainted the bezels. They now look like new – but that was a first. Now they all work – and I hope I never have to do them again.

I've enclosed a photo sheet of # 45 to show what your Squire looks like driveable but stripped to the bare bones.

A SPRING THING FOR 2008?

Chuck and Anne Blethen had so much fun at the last one that they're sticking their necks out and would like to try it again in 2008. They've picked the tentative weekend of April 4, 5 & 6 as a target date. We should have a few of the western Squires present at Chuck's house in Scottsdale and maybe we can con George Breckel in bringing the completely restored and hot rodded # 33 up for viewing -- and ditto for Paul Helmick and his fuel injected and souped up # 44? And, all this is not to forget the Blethen # 8 which may be completed but at least will be available for viewing with enough modifications too long to list here.

These get-togethers take a lot of preparation so give it some thought and either contact me at Squirepal@aol.com or 480-893-9451 or contact Chuck at Blethen@skreenz.com or 480-225-8430 and let us know if you can attend. If there are enough of us with time to spare maybe we can even arrange a side trip? We usually get the same amount of Westerner's every year and you folks from back East are especially welcome. Just let us know.

FINALLY

I'm sending this along to the entire owners group, including those that have not been on our regular mailing list. I'd like to bring the included owners roster up to date so would you be kind enough to bring your personal information up to date if I have it wrong. Also, if you have sold your Squire I'd sure like to know about it, including where it is now if you still have that information. Email me at Squirepal@aol.com or call me at 480-893-9451 -- and call collect if you're a little short. I'd really appreciate it.

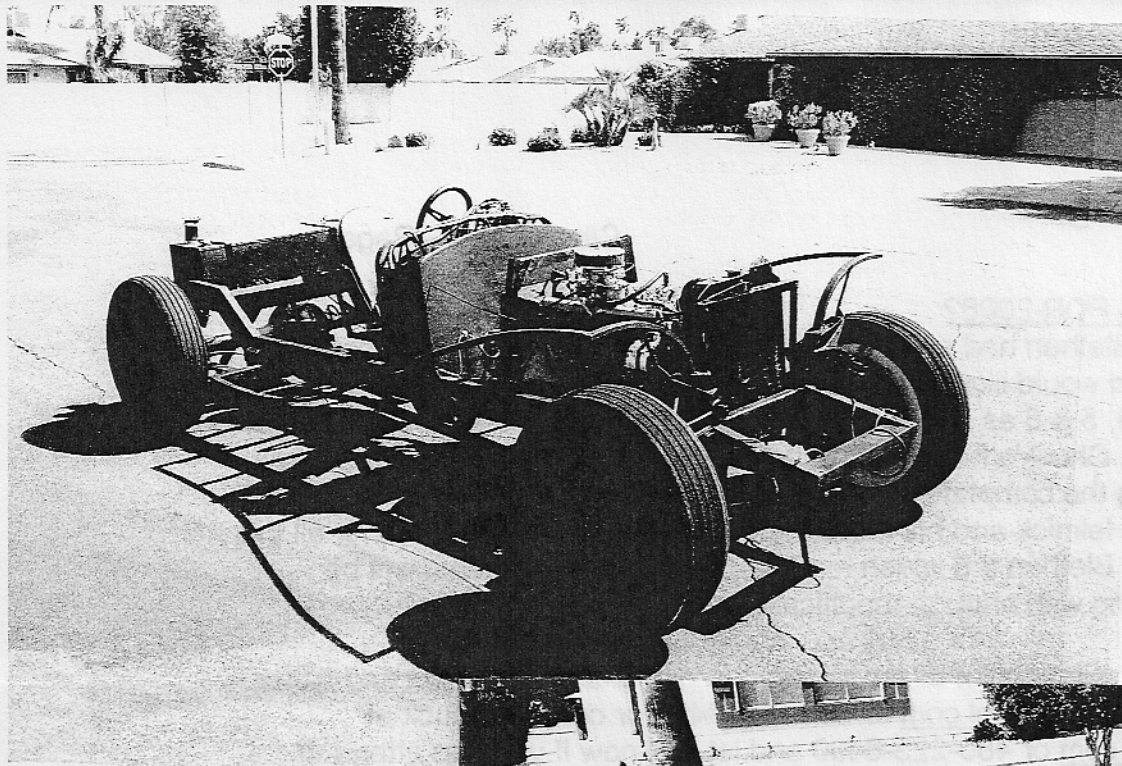
AND ALWAYS REMEMBER

Never miss a good chance to shut up.

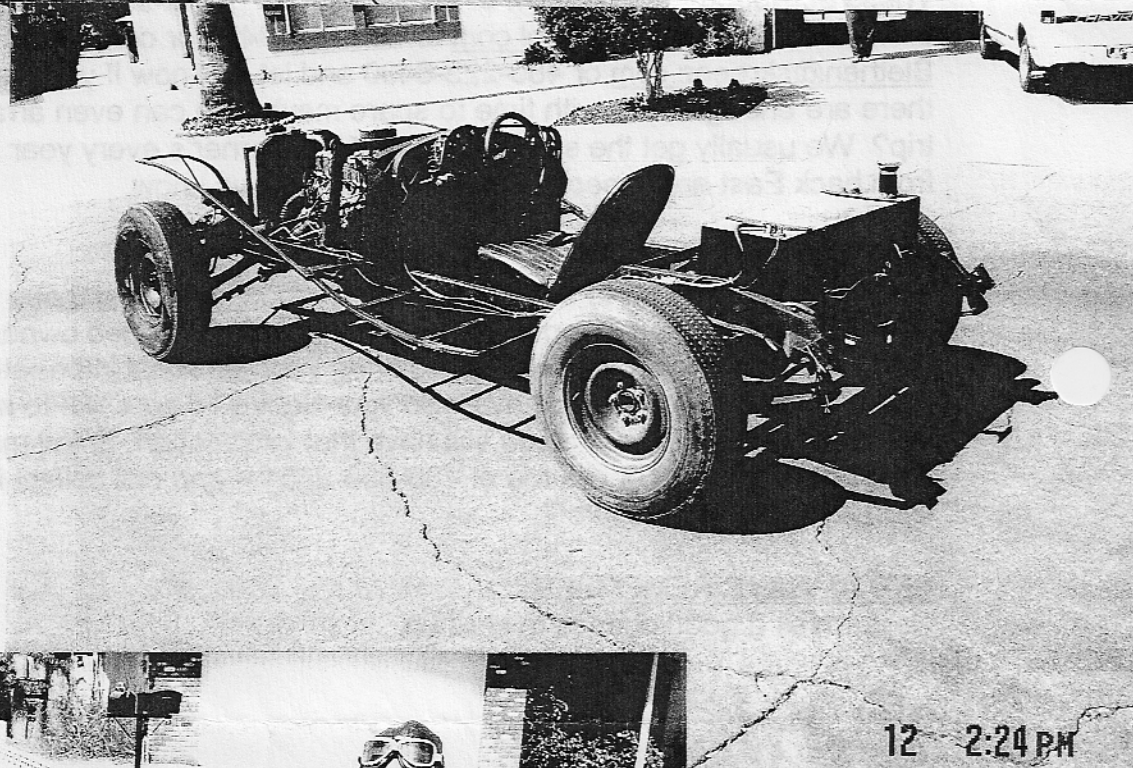
A handwritten signature in black ink, appearing to read 'Art Stahl', with a long horizontal line extending from the end of the signature.

Art Stahl
Phoenix

HERE'S WHAT YOUR
SQUIRE LOOKS LIKE
WITH THE BODY OFF.



CHASSIS #45 WITH
THE FRAME AND DRIVE
TRAIN RESTORED.



12 2:24 PM

HERE'S THE
OLD MAN DRIVING
THE CHASSIS
AROUND AT 115°F
IN JULY, 2007

ART STAHL
PHOENIX



12 2:20 PM

SQUIRE SS-100 REGISTRY
September, 2007

Michael & Maureen Allen Home: 253+826-3233 - michael.d.allen@boeing.com	100006 181 st Avenue East Bonney Lake, WA 98390-7145	Red - Auto S/N 11019525
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Carl & Anne Blethen Home: 480+391-1450 - Blethen@skreenz.com	10237 N. 125th Street Scottsdale, AZ 85259-5220	Brown - Manual S/N 10008525
Ian & Robyn Boles Home: 706+322-6700 Iboles@bellsouth.net	313 Cascade Road Columbus, GA 31904-2811	Red - Manual S/N 11030525
George & Kathy Boulukos Home: 516+868-4050 - geobou@msn.com	862 Guy Lombardo Avenue Freeport, NY 11520-6215	White - Auto S/N 11014525
George & Erika Breckel Home: 520+366-5435	9097 O'Neill Road Hereford, AZ 85615-9577	S/N 11020525-Yellow-A S/N 11033525-Yellow-M
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Carl Cerbone Work: 973+539-8225 - info@cerdel.com	120 Park Road Parsippany, NJ 07054-1732	White - Auto S/N 10038545
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Rod & Ruth Whedbee
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Durham, NC 27704-4903

1671 Lake Road
Creedmoor, NC 27522 -4903

47 Eastwood Lane
Valley Stream, NY 11581-1247

363 Patchogue-Yaphank Road
East Patchogue, NY 11772-4826

607 W. 67th Terrace
Kansas City, MO 64113-1944

616 Morris Lane
Wallingford, PA 19086-6935

302 Maderia Boulevard
Melville, NY 11747-5243

17411 Lahey Street
Granada Hills, CA 91344-3426

11826 S. 51st Street
Phoenix, AZ 85044-2313

50 Powers Mill Road
Phillipston, MA 01331-9700

31-28 78th Street
East Elmhurst, NY 11370+1827

2371 Daytona Avenue
Lake Havasu City, AZ 86403-6851

627 Meadow Lane
Los Alamos, NM 87544-3620

502 S. Church Street
Salisbury, NC 28144-5420

Red - Auto
S/N 11001525

Yellow - Manual
S/N 11041545

White - Auto
S/N 11021525

White - Manual
S/N 11034525

Silver - Manual
S/N 11046545

White - Manual
S/N 11029525

Yellow - Manual
S/N 11047545

Red - Manual
S/N 11048545

Silver - Auto
S/N 11013525

Red - Manual
S/N 11032525

Red - Manual
S/N 11050545

Red/Nutmeg-Manual
S/N 11004545

Silver - Manual
S/N 11017525

White - Manual
S/N 11049545

Green - Manual
S/N 11042545

Silver - Autol
S/N 11016525

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	DI	FoIsgaard	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	POMPILII
16	NC	WHEDBEE	32	CA	SPIELMAN	49	AZ	WALTERS
			33	AZ	Breckel	50	AZ	STAHL