

SQUIRE SS-100 CLUB

CLBCOM 16
October 1991

Well, Jean and I made it back from the best vacation of our lives. Wont wear the subject out but if you can ever make it to the South Pacific, New Zealand has got to be the most beautiful country in the world - and I've been to most of them. Australia is also wonderful but we have seen it on so many travelogues that it's pretty much as we figured it would be. Good to be home however.

Many, many thanks to Ed Spielman for CLBCOM 15 and the priceless pictures and data sheet on Mike Wolf. It's almost hard to believe that just eighteen months ago I had a car and a bill of sale that said it was a 1980 Reliable Roadster. That's it! All the other information we have collectively put together. How about that? Thanks again, Ed

We're a little light on news this month. Our third quarter ad appeared in Hemmings under "S Cars Wanted" and our add in the national issue of Deals On Wheels appeared in the September issue. No response from either of them. Had a notice from Hemmings that our Club will be listed in their '92 Old Car Almanac and we will also be listed in the '92 Car Club Directory by Genesis Publishing Co. but I suspect the latter is a gimmick list to get us to place paid advertising which I, of course, resisted.

Lee Craft is about to re-tire his Squire and would like to know what the rest of us are running for size, ply, ect? Why dont you fellows that are happy with your newer tires drop him a postcard or call him. Lee, I have brand new Michelin P205/75R steel belted that I'm very satisfied with.

On page one of CLBCOM 14 I mentioned that Tim Sharon had called to discuss some front end problems he was having and he has since resolved the replacement problem. He wrote to say this "I replaced the two lower 'A' arms because the inner bushing was bad. The assembly (Ford Maverick Vintage '70) is part #D7DZ-3078-A and is the same for both sides. I mounted shocks which run thru the torsion bar mounting bracket. The shocks are KG-4511-K4B. The left lower inner bushing had worn and caused the 'A' arm to twist to the left when applying the brakes". Tim very thoughtfully included the Ford parts tags and an exploded view of the front end assembly. Please note that the drawing indicates that the same parts were used on a number of Ford models. Interesting, huh? Note to John Fulton: I'll bet you could use an exploded view of ALL the '70 Maverick parts used from a Chilton shop manual at the library when you put together that portion of the Squire Shop Manual?

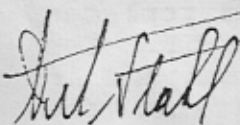
I mentioned some time ago that I'm trying to trace my cars title backwards to find the original VIN number and I gotta tell you - it's been fun so far. I bought the car from a friend of mine who had been visiting his son in Arkansas and found the Squire parked in a barnyard. He bought the car, rented a trailer and towed it to Arizona. Deciding that it was too much work for him, he sold the car, with Arkansas title, to me. A few weeks ago I wrote to the Arkansas DMV with a copy of the title and asked them for a copy of the prior. They shot a letter right back with a copy of a Mississippi title, fellow in Kosciusko, MS had owned it for seven years. Wrote to Mississippi DMV and they wrote right back with a copy of an Oklahoma title. Oklahoma has just replied and I have attached a copy of the letter used to secure an Oklahoma title. I wonder if I'm driving a stolen Squire? I'll have to keep you posted.

Had a call from Tony Coppola in New Jersey wondering if I knew someone who could repair or replace the Jaeger sending unit from his gas tank. I referred him to Ed Spielman in L.A. who had mentioned he knew someone in that business. To the best of my knowledge, Jaeger of Italy is out of business so if anyone knows of a good repair/replacement source send it to John Fulton for inclusion in the shop manual.

Ed Spielman called to say a friend of his in New York had sent him a page from the April '91 issue of Old Car Trader that listed a Squire for sale in Shinglehouse, PA. It only listed a phone number to call and it was a WRONG number. Drat! looks like that lead is lost?

Meet Mark Offenbergl of Huntington Station, NY who has joined our little association as an associate member. Mark is a friend of Ed Spielman's and has always admired Ed's Squire and would like to have one at some time in the future. Welcome, Mark. Keep your eye out for Squire's for sale and help us find the rest of them.

More next month.



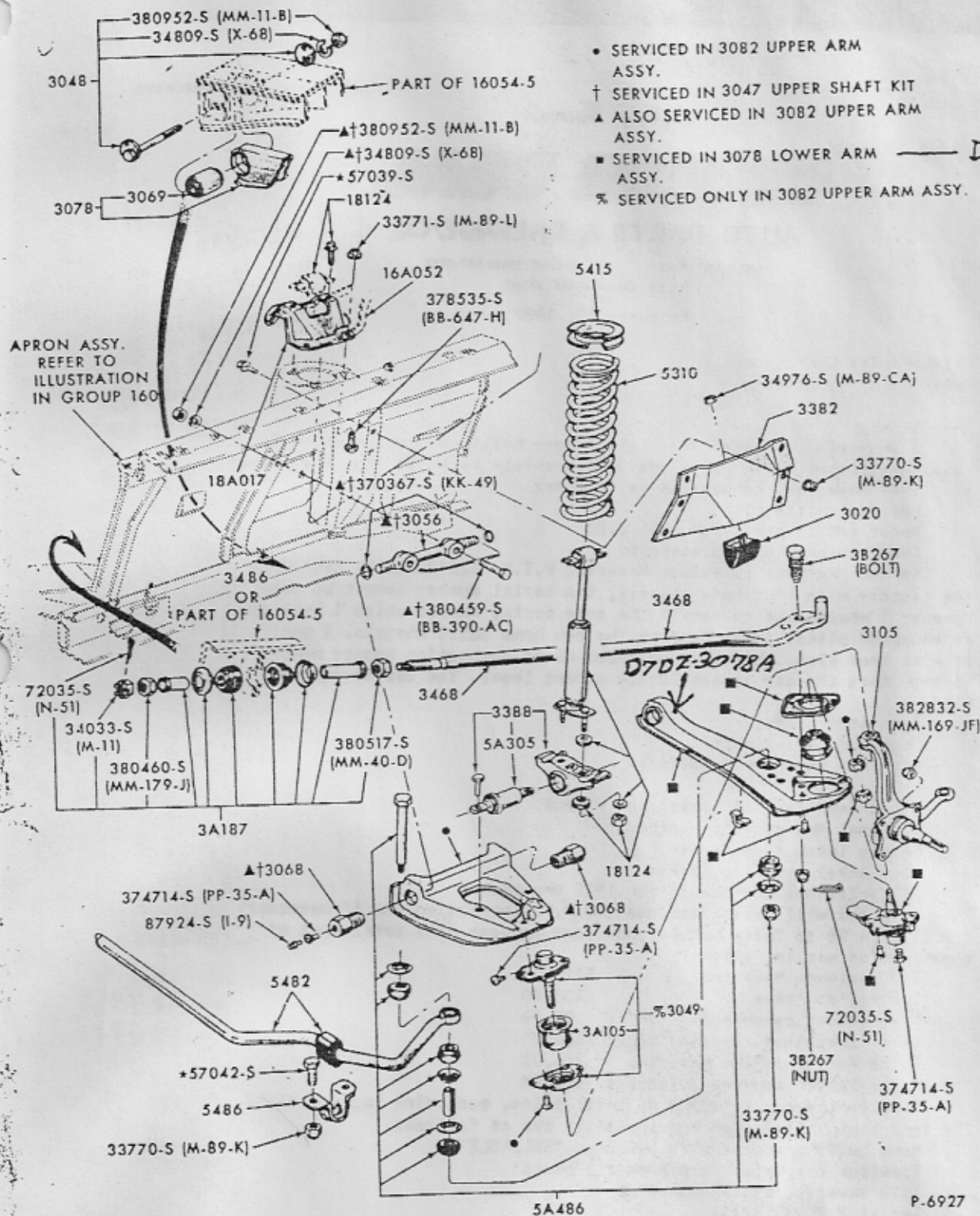
8.

ILLUSTRATION
SECTION 20

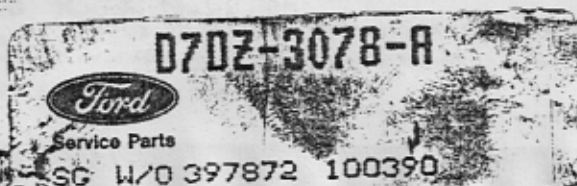
FORD CAR PARTS

- SERVICED IN 3082 UPPER ARM ASSY.
- † SERVICED IN 3047 UPPER SHAFT KIT
- ▲ ALSO SERVICED IN 3082 UPPER ARM ASSY.
- SERVICED IN 3078 LOWER ARM ASSY.
- % SERVICED ONLY IN 3082 UPPER ARM ASSY.

D7DZ-3078-A



FRONT SUSPENSION
1968/71 FAIRLANE/TORINO, 1968/70 FALCON, 1970/72 MAVERICK, 1968/72 MUSTANG



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Buddy Beard's



AUTO PARTS & SALVAGE CO.

1630 EAST PINE PHONE (918) 587-5747
TULSA, OKLAHOMA 74106

February 27, 1980

RECEIVED
MAR 7 1980
MOTOR VEHICLE

Oklahoma Tax Commission
Oklahoma City, Oklahoma

Dear Sirs:

I am making a request to title a home built automobile which I have constructed by my own hands. This vehicle is built from the chassis of a 1972 Maverick, components as follows:

- Rear axle assembly
- Motor and transmission (250 CID)
- Front suspension and steering

As the Maverick (previous Maverick V.I.N. #2K92L132131 came from the factory with a unibody chassis, the serial number cannot be used. However I would like to retain the same serial number which I have on an engraved plate, to be used on the new home built chassis. I would like to know also, which law enforcement or inspection agency necessary to show that the car is absolutely street legal. The car is equipped with:

- Turn indicators
- Stop and tail lights
- High and low beam headlamps
- Horn
- Windshield (safety glass) and wipers
- Original Maverick type exhaust
- Safety latch type doors
- Four wheel hydraulic brakes
- All emissions equipment from 1972 Maverick

This car will pass a stringent O.H.P. inspection and if necessary I will take it to Tulsa O.H.P. upon your request. The total cost of construction was as follows:

1972 salvage Maverick	\$175.00
Tubing for frame	103.80
New exhaust components	83.39
Used fiberglass roadster body	150.00
Paint and finishing material	166.22
Brake relion and new cylinders	121.64

I value the car at \$2500.00 total price, excluding tag and title.

The important information and specifics are as follows:

- Home built roadster with new name "RELIABLE"
- Previous car which furnished all parts:
- 1972 Maverick 4 dr. sedan
- Serial # 2K92L132131
- Previous Oklahoma Title #M249982E

Please note, a separate sheet with the serial number location and an alternate serial number if original Maverick V.I.N. is unacceptable.

Thank you

Gary We Beard
Box 538, Chouteau, Okla.
74337

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