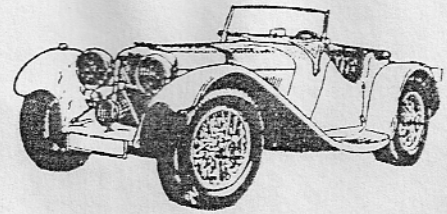


CLBCOM 49
August 1994



Squire SS-100 Registry

Looking at the newsletter number reminds me that our little group is now at least four years old, or even a little older when you consider that I have skipped a couple of months for simple lack of news. Actually, I purchased my Squire at the beginning of 1990 and started looking for other owners within the first month so we will celebrate our fifth birthday then.

Humor: The Arizona Highway Patrol issued a warning in June about the long 4th. of July weekend, as follows; "He who goes forth on the Fourth with a fifth will not go forth on the 5th". Haw!!

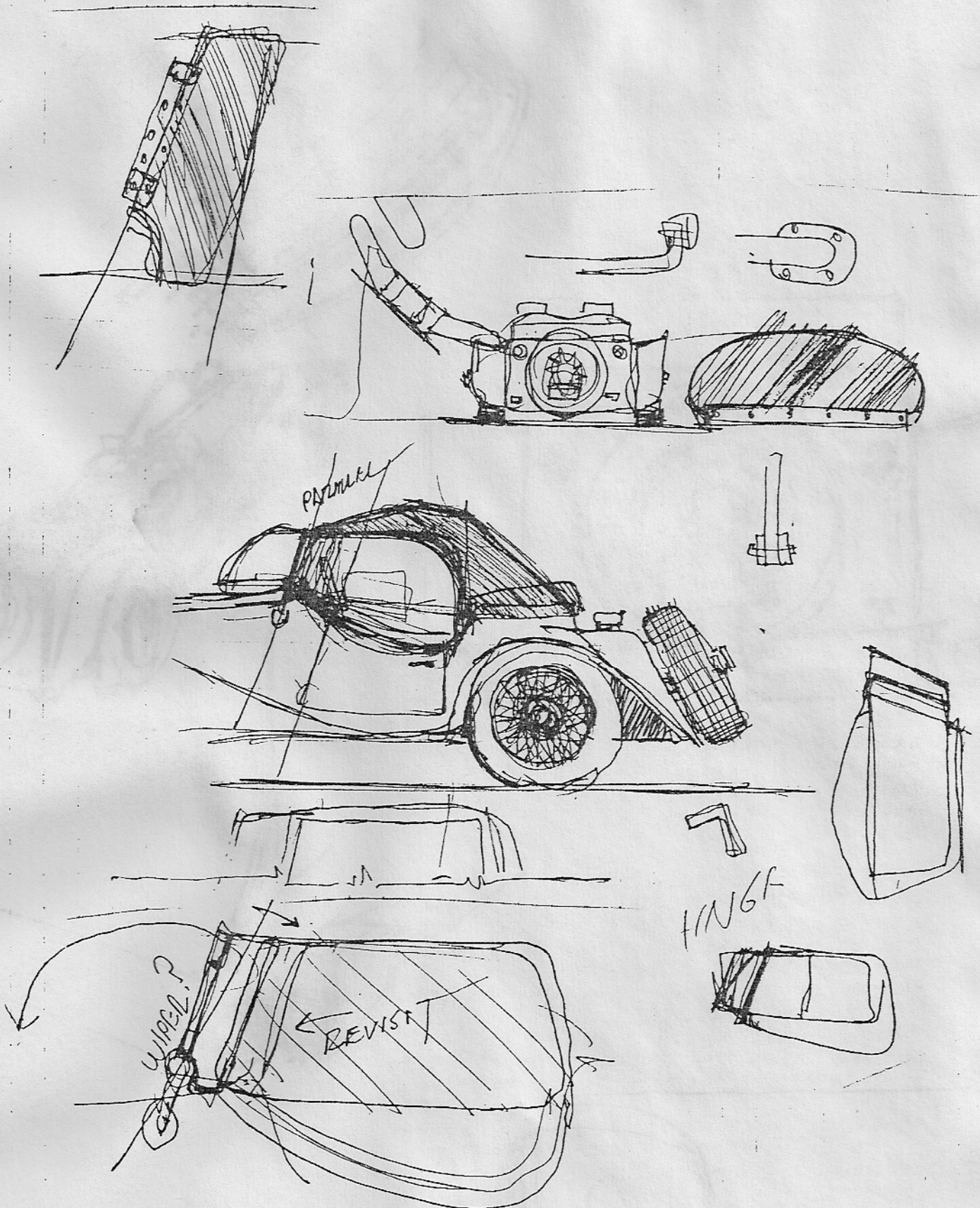
As long as we're into humor, member Mark Offenbergl told this story recently. He had just had his mechanic install some new front shocks on his Squire and Mark relates; "The mechanic and I went for a spin around the neighborhood and I definitely felt an improvement in the ride. My mechanic felt the improvement was "tremendous" which made me recall an old tale that happened in my freshman year of college. You see, Freshmen were not allowed to own cars except under "special circumstances". We weren't exactly sure why our friend Ken qualified to own one but we speculated that he had thirteen toes or something like that. Nonetheless, Ken had a car freshman year and nobody else did. If Ken were to mention that he was going into town, his F-85 Oldsmobile V-6 four door sedan was crammed with at least five linebacker sized guys (like myself) along for the ride. Needless to say, the car's suspension was reasonably close to being bottomed out even if it was standing still. One such trip into town caused Ken to remark (he was a meek sort of guy) "My car feels like it's riding a bit rough, don't you agree?" This was a gross understatement if ever there was one and I remarked back, "Ken, when was the last time you changed the air in your tires?" Silence.....(the whole car was awaiting his answer...five mooselike guys). "Never", he finally answered. We continued to badger him with remarks like "I change my air every 5,000 miles but my Dad, he's a fanatic - every 2-3,000 miles he changes his air", or, "stale air - the molecules of air don't work well together when the air is stale" and so on. Just then we passed a gas station. Ken made a U-turn and pulled up to the air pump. The thousand plus pounds of flesh got out of the car and we watched (and helped) Ken systematically let the air completely out of each tire and fill it back up with "fresh air". We got back in the car and continued our trip. "What a difference!" we remarked. "Feels like a new car". Ken chimed in "even the steering feels lighter". He was hooked. I don't know how we all kept a straight face, but for the remainder of that school year he religiously changed the air in his tires at least once a month. I don't know where Ken is today but I'll bet dollars to diamonds that he still changes air in his tires with regularity." Thanks Mark, that's a classic.

Many of you have remarked about the large headlights that some of us have installed on our Squires and wondered where we got them. In my opinion, there were two appearance design flaws in the Squire SS-100, the 7" headlights and the huge, modern tail lights (the latter, I suspect, were courtesy of Ralph Nader). They are just not in keeping with lighting used in the 1930s. The 11" lights on my Squire and a few more are from Antiques & Classics in Buffalo, NY but that firm gets \$550.00 a pair + S&H. WOW! Does anyone have a friend in Buffalo who can do some sleuthing for us and find out who makes the lights for Antiques & Classics? I'll bet we could lower that purchase price by 2/3rds. Member Lee Craft has located a firm named Time Machine Motor Co. in Brooksville, FL (904+796-6860) who claim to manufacture a S/S 9" light complete with wiregrid guard for a measly \$450.00 a pair. Ben Cunningham and Lee Craft himself have purchased 9" headlights from antique cars at auto flea markets. Ed Spielman topped everybody by acquiring some original 9" Lucas lights that just look super. For the other end of the car, a few of us have installed 1948 Harley-Davidson "Tombstone" tail lights that are just about perfect in appearance but require some bodywork that would not be recommended unless you were about to have your Squire repainted. Does that just about cover it?

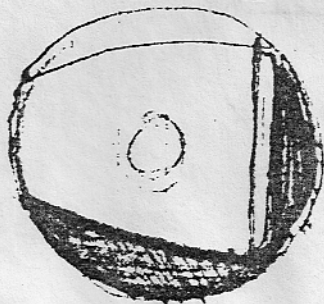
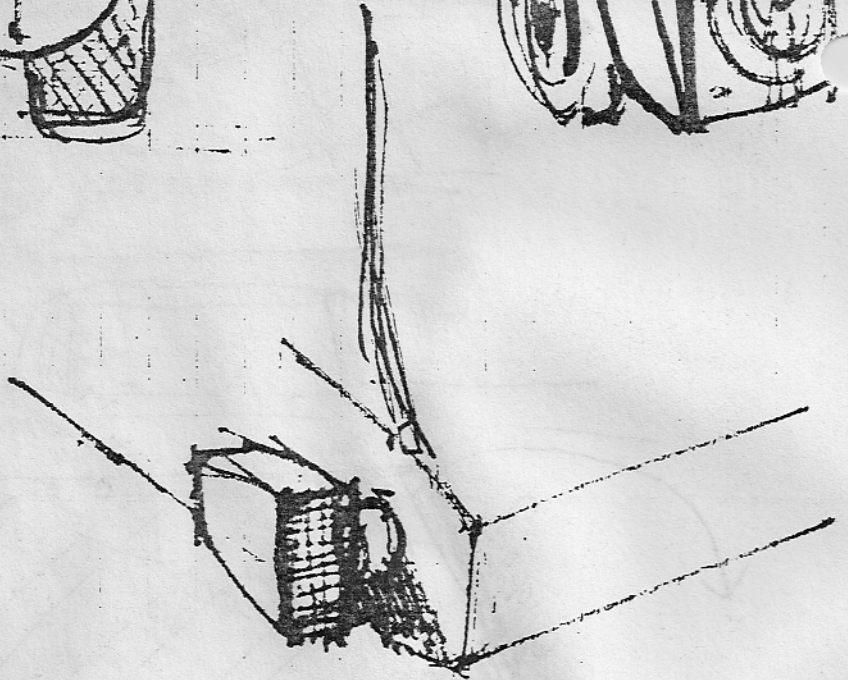
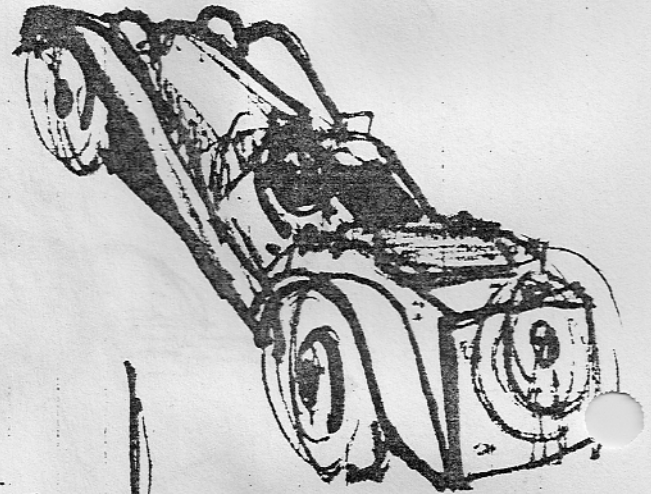
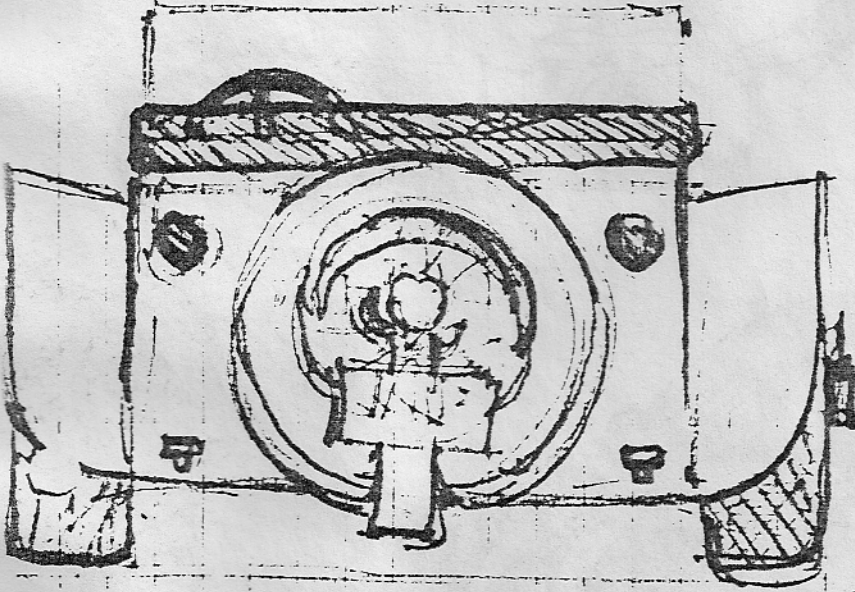
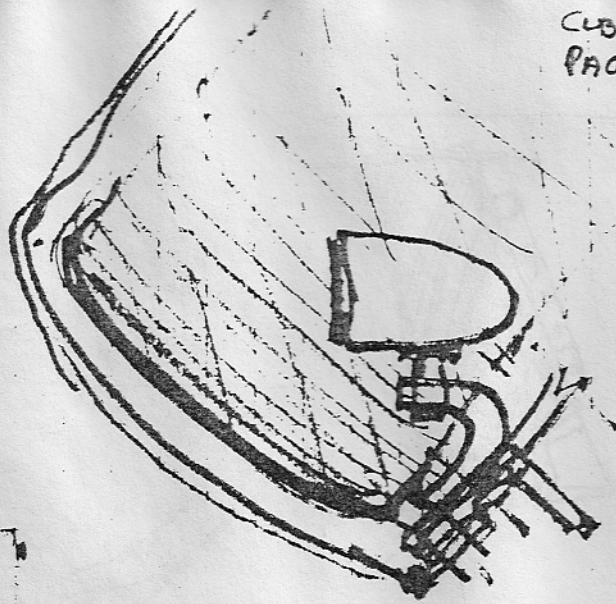
Newest owner Sid Weaver reported from Los Alamos that he was frantic with the steering on his just-acquired Squire because it "jumped around and almost yanked the steering wheel out of his hand" over 40 mph. He has just written again to say "Hold it! It's fixed". He discovered that there was almost 50 lbs of pressure in his tires and after he corrected it the car steers just fine. I have mentioned in the past that I run 27 lbs. in each tire with good results. I have had them as low as 20 lbs. which makes a delightful ride but they squeal on corners and it's not good for tire wear.

In the above paragraph I described Sid Weaver as the newest owner and since I wrote that - it's changed. Newest Associate Members Mike & Paula Sher have acquired Chassis #11035525 from Charles Preston in PA and it's been transported to Long Island, New York. Speaking of that, I will be in New York City in September, arriving on the 21st. and departing the 29th. and Mark Offenbergs is planning a Squire get-together on Sunday the 25th. Any of you within driving distance that may want to join us can contact Mark during business hours at 516+271-4424. Now I have just heard that Member Bob Murray will be flying up from Durham to join us in the Big Apple. Great!

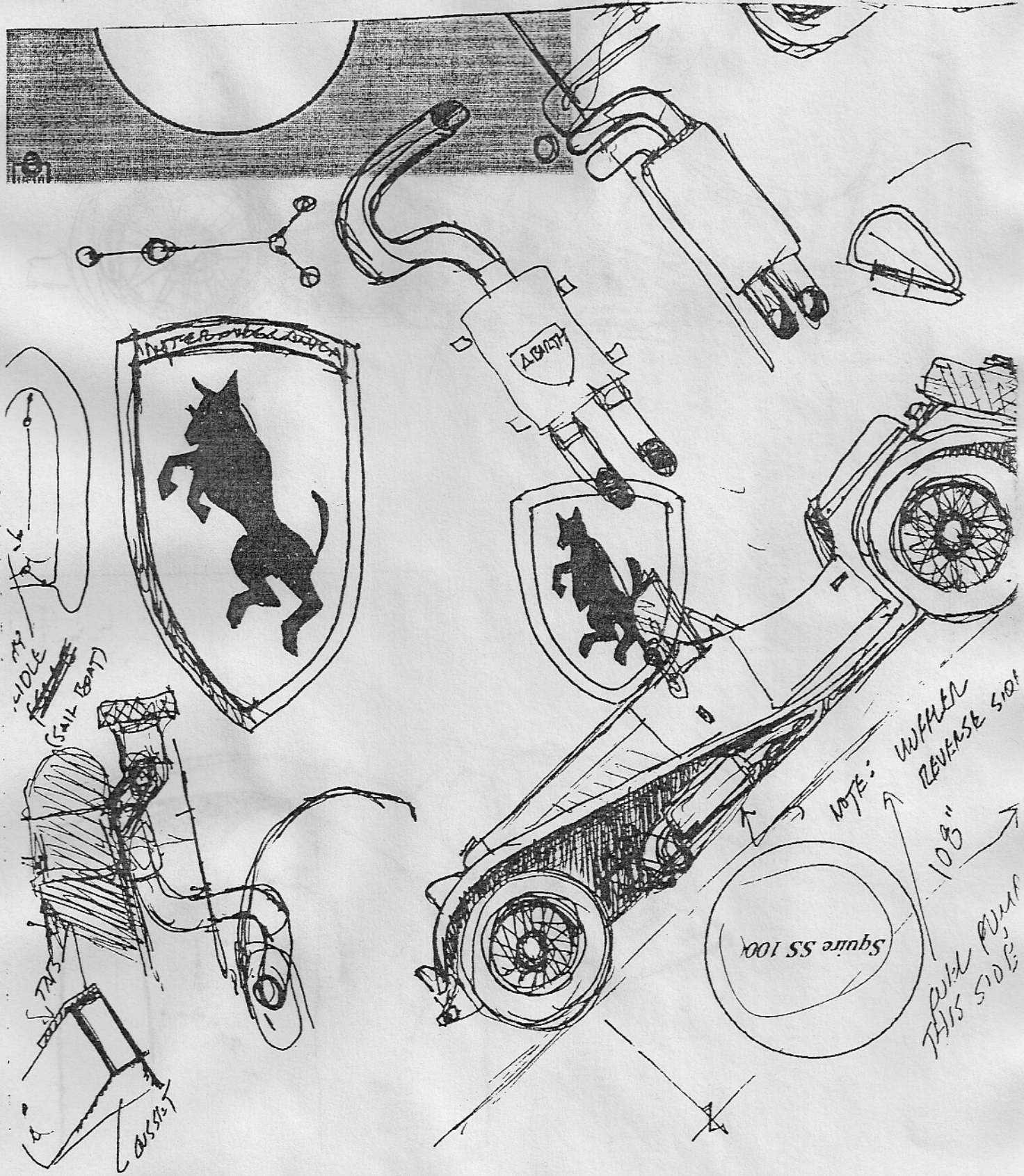
That about does it for this month. Member Ben Cunningham in Florida is still working on the restoration of his Squire and I have included a few pages from his sketch book. Looking good, Ben.



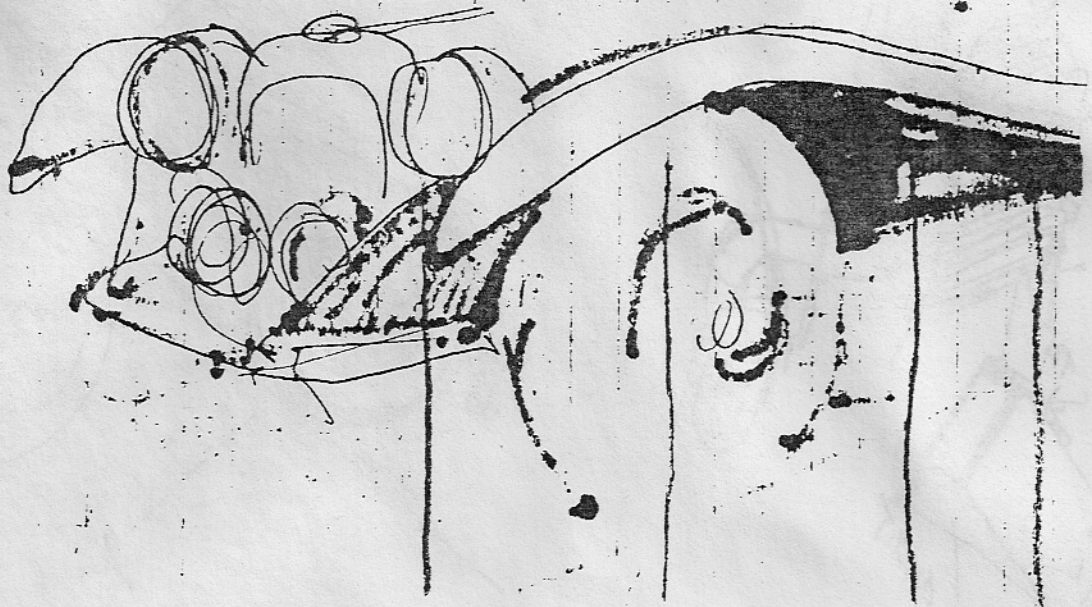
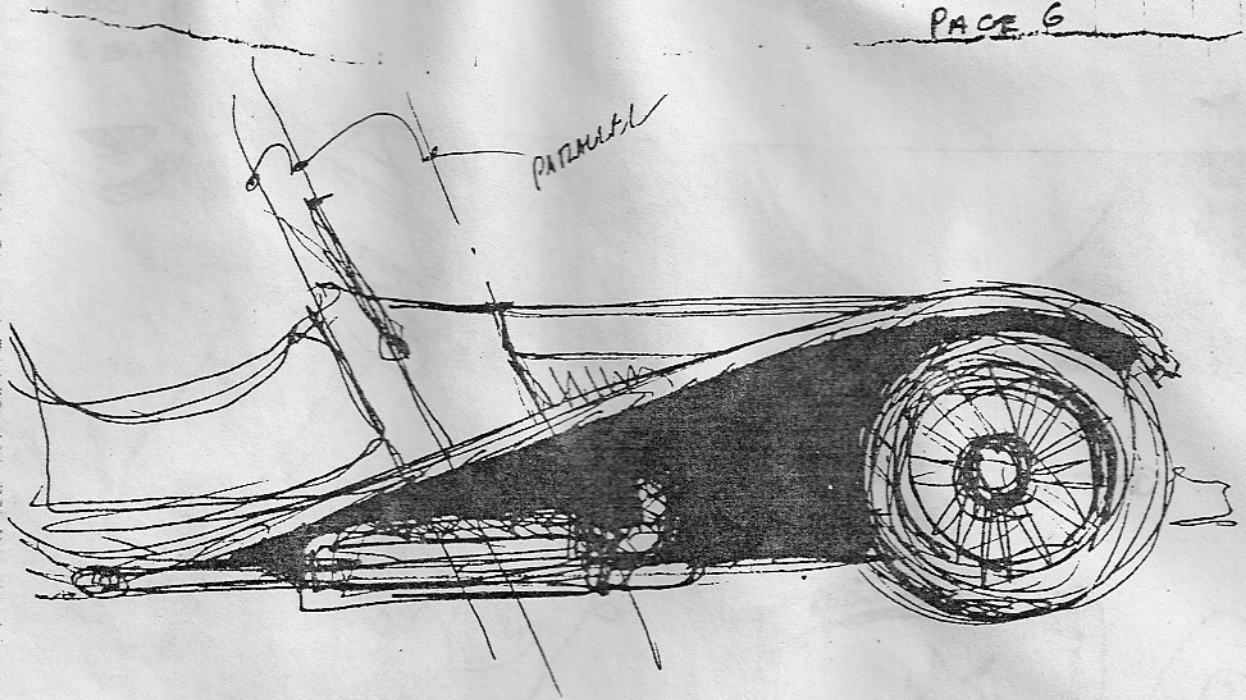
SS 100 / BHC



SS 100 / BWC



SS 100 / BHL



85 100 / BHC