

CLBCOM93

JANUARY 1999

*Squire SS-100 Registry*

**SQUIRE SS-100 CHASSIS #04**

has changed hands but has managed to stay in Massachusetts again. Meet Mark & Martha Hurwitz, P.O. Box 354, Barre, MA 01005-0354. Home: Area 978+355-6304 & Work + FAX: Area 978+355-2122. They own a really interesting business in Barre called Strawberry Preserves Farms which is many acres of strawberries that are harvested on a "pick-it-yourself" basis. In addition they keep bees and put up and sell strawberry blossom honey.

Mark, who owned a 1937 Jaguar SS-100 in 1967, had these interesting comments about his newly acquired Squire SS-100. "I really do enjoy driving this car on smooth back roads. I don't know how many of you have had the rare opportunity to drive a '37 Jag, but there are many similar qualities that a purist would doubtfully admit to. This particular car runs and pulls quite strongly with just the right exhaust note. The brakes and steering mirror English cars of the 30's. All that's missing are the mixture, timing and idle controls on the steering column".

I've been talking to Mark since mid-December by phone & fax and he plans many repairs and improvements to his new big toy. We'll look forward to meeting him at one of the upcoming get-togethers.

**ARE YOU AN 'OCCASIONAL-USE' SQUIRE DRIVER?**

If so, here are a couple of tips that may make your Squire use a little more dependable.

One of the gripes I hear from Eastern owners is dead batteries on the day you decide to use your car, after it's been sitting for a couple of months. You can avoid this by switching from a lead-acid type battery to a gel-cell that is designed for occasional use or prolonged cranking starts. While expensive, (\$115 here in Phoenix), they give good service for a long time. I've had one in my Squire SS-100 since 1991 and it's still cranking away. It's called an Optima and you can find a dealer near you by calling Optima, Inc toll free at 888+867-8462 or 800+292-4359. I like Model 800-S.

Another gripe is fuel delivery systems that load up with gunk that make for hard starting and poor performance. We're working on Bill Freeman's Tennessee based Chassis #34 here in Phoenix and it was just barely running when we got it. Now, after cleaning the entire system and replacing the hoses, filter & carburetor it purrs like a kitten. Some time ago I arranged for the membership to receive an automotive supply catalog from Griot's Garage and an insert in their Spring issue caught my eye as follows: (Continued)

"If you don't cycle your fuel through the tank every two months, it starts an oxidation process and will turn into varnish over time. This varnish can clog your fuel lines and carburetor jets, and rust can start to form in the fuel tank. GRIOT'S GARAGE Fuel Preservative prevents both the deterioration of fuels and fuel system corrosion. One ounce protects any type of fuel for two years. Meets and exceeds Military Spec G-3056D. Accurate, safe and easy to dispense. 16 oz bottle treats 48 gallons. \$12.95 + S&H. Item #11180"

In case you've misplaced your catalog, call 800+345-5789

#### **PLEASE -- SAVE THOSE OLD SQUIRE PARTS**

At least once a year I feel compelled to remind the membership to save any parts unique to the Squire SS-100, that you have removed from your chassis for one reason or another. The real reason popped to the surface again this month.

Chassis #34 has been shipped here to Phoenix for a complete overhaul and on arrival we noted a drivers-side sag that many Squires have and we can remove with a simple mechanical adjustment. Not this one! The left torsion bar was completely "limp", caused by some natural process (doubtful) or some prior owner trying to elevate with a torch (likely). Whatever, the torsion bar tension was destroyed with no options for repair. The severe left-front sag also effected the rear spring balance, causing the car to "bottom-out" on any little bump. This car was not a joy to drive.

My memory bank kicked in and I recalled that Bill Lieske had replaced his entire front end with a Ford Mustang suspension. We don't call Bill "The Pack Rat" for nothing and when I called, sure enough, he had his old torsion bars tucked away in a storage shed. I picked them up, we installed them and #34 is once again sitting square and even.

So, once again, if you remove some part you think some other owner might need, save it and tell me what you have. I have a written list of saved parts that are available to the membership should you need them. If you don't have room at your place, ship them to me and I'll save them.

#### **CLASSIC CAR DATA LTD.**

This firm, based in England, has posted our Registry in their world-wide directory and we are delighted to have one more listing to help locate the missing Squire SS-100s. You can look us up by contacting - <http://www.ccddata.com>

#### **WINDWING RETAINING GEAR**

The windwings and their positioning mechanism are a unique part of our Squires and since the windwing serves as part of the side curtains when closed, it's something you can't do without.

(Continued)



In the original design, tension was provided by tightly riveted parts but over the years these have loosened up and in some cases, fallen off. Member Bill Lieske has designed a simple device to re-introduce tension to the system and this, plus the remanufacture of any missing parts, can be accomplished here in Phoenix by our Squire consultant, Terry Becker. Charges depend on what's needed. And, we can also reproduce the entire tensioning system.

So, if you would like your windwing gear "tightened-up" or you need some missing parts replaced, we can do this in Phoenix. Whichever option you need, it will be necessary to remove one or both sides and ship them to us. I wish I could tell you this is a simple task but it's not. The windwing side is a nut & bolt removal but the base, anchored to the windshield post by two screws, can be a son-of-a-gun and may require removal of the entire windshield assembly so you can get to it. Contact me if you have an interest or questions.

#### **IT'S THAT TIME OF THE YEAR AGAIN**

and I've included a copy of last years Income-Expense for your review. As you can see, we've managed a surplus this year for a couple of reasons. First, I've learned how to pare down our outgo to an absolute minimum. Second, a big item of prior expense was advertising in national automotive publications, looking for the "missing" Squires. While that was effective the first few years it produced no results lately and I've dropped it in favor of direct mail searches - which seem to be working.

I feel a little guilty about the surplus but I've been reminded that for ten years I've absorbed total office equipment, phone, travel and other miscellaneous expense so if it's OK with you, I'd like to leave the dues at \$15.00 for another year.

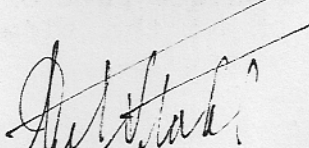
Prepaid for 1999 are Miller, Jensen, Manser, Spielman, Murray, Miltenberger & Boles. For the rest I've included an SASE for your convenience. Please make your check for \$15.00 payable to Arthur Stahl and if you want to make things simpler for both you and I, increase your payment by any multiple of \$15.00 and I'll keep track of it on this end.

#### **WE'RE LOOKING FORWARD**

to the Spring get together in Laughlin, Nevada on March 19th-21st and if you have any intention of attending, or any questions, please call me at 602+893-9451 so I can get on with the planning. This takes a lot of work folks and I need your help.

#### **AND ALWAYS REMEMBER**

Some days you're the dog and some days you're the hydrant!



# Squire SS-100 Record - 1998 EXPENSE

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## MEMBER

## Income

## Publication Membership Postage

## (USE)

## (ITEM)

## Misc.

|                 |      |
|-----------------|------|
| KNIGHT - - JAN  | 1500 |
| MILLER - JAN    | 1500 |
| SEICKMANN - JAN | 1500 |
| SPILMANN - JAN  | 1500 |
| BUTON - - JAN   | 1500 |
| WEAVER - JAN    | 1500 |
| BOTTO - JAN     | 1500 |
| CUNEO - JAN     | 1500 |
| TENSEN - JAN    | 1500 |
| SPILMANN - JAN  | 1500 |
| MUSIER - JAN    | 1500 |
| BAUERHO - JAN   | 1500 |
| TRIVIALIN - JAN | 1500 |
| HAFMANN - JAN   | 1500 |
| POMERIL - JAN   | 1500 |
| DIMOND - JAN    | 1500 |
| OFFENBERG - JAN | 1500 |
| SIMMONS - FEB   | 1500 |
| BOULKROS - FEB  | 1500 |
| EDMUNDS - FEB   | 1500 |
| FAIR - FEB      | 1500 |
| CRAFT - FEB     | 1500 |
| CARLSON - FEB   | 1500 |
| THOMAS - APR    | 1500 |
| LIESKE - APR    | 1500 |
| MOORE - APR     | 1500 |
| HANDLE - APR    | 1500 |
| SHER - APR      | 1500 |
| ATUNRAY - APR   | 1500 |
| BARREND - APR   | 1500 |

|                   |                |        |
|-------------------|----------------|--------|
| 400 ← KNIGHT      | CLBcom 83 →    | 2025   |
| 300 ← TENSEN      | Color Copies → | 215    |
| 216 ← MILLER      | CLBcom 85 →    | 1155   |
| 239 ← SPILMANN    | CLBcom 86 →    | 755    |
| 3200 ← STANBOS    | CLBcom 87 →    | 725    |
| 3200 ← "          | LABELS →       | 2475   |
| 3406 ← "          | OFF. Supply →  | 1275   |
| 500 ← MULTIBEAKER | CLBcom 88 →    | 950    |
| 250 ← SCOTTO      | OFF. Supply →  | 975    |
| 3400 ← STAMPS     | CLBcom 89 →    | 1075   |
| 3200 ← STAMPS     | CLBcom 90 →    | 1075   |
| 3300 ← STAMPS     | CLBcom 91 →    | 485    |
| 216.05            | OFF. Supply    | 750    |
|                   | CLBcom 92 →    | 975    |
|                   |                | 149.10 |

|           |   |        |
|-----------|---|--------|
| POSTAGE   | → | 216.05 |
| MISC. EXE | → | 149.10 |
| TOTAL     | → | 365.15 |
| Income    | → | 510.00 |
| SURPLUS   | → | 144.85 |

OFFICE 15.00 - FIREARM 15.00 - MILEAGE 15.00 - BONUS 15.00 -