

CLBCOM 96
MAY-JUNE 1999

Squire SS-100 Registry

CHASSIS #43 IS LOCATED

With "a little help from my friends" we've managed to locate still one more of the missing Squire SS-100s. Please meet Ricardo & Nora Macias(and their son Luis) of 1516 Flamingo Drive, McAllen, Texas 78504-3419. Area 956+668-9368.

In a phone conversation Luis told me the family had owned the car about ten years. They bought it at an auction and it has been a daily driver all these years. It's yellow and black with a manual transmission. Interesting part of the recovery story is that the car had been registered in the family business all these years but when they closed that business recently they changed the title back into the family name. That popped up a flag at the Texas DMV in Austin who informed me of the transfer.

Luis told me the car runs like a watch but after all these years the top & upholstery are getting a little shabby so the family plans to take the car just across the border to Old Mexico and have that particular spot of work taken care of.

We surely welcome the Macias' to the Squire SS-100 Registry and look forward to meeting them at one of the Squire get togethers.

That's 43 of the 50 Squire's located or a total of 86% recovered. That's also the 43rd chassis located and it's Chassis #43. As I told Luis, "that's gotta be some kind of lucky omen".

THE FOLLOWING WAS CONTRIBUTED BY MEMBER JIM DIMOND, PHOENIX, AZ

AXLE ANXIETY

On our recent picnic tour from Laughlin, NV to the Eagle Ranch at Fort Mohave, AZ, several of our Squire participants noticed my left rear wheel doing a shimmy at speed. On my return to Phoenix I looked into the cause and found I had a bent axle, not a bent wire wheel. Therein lies the cause for the anxiety. I then embarked on a real adventure trying to determine just what Ford rear end our Squires have, then trying to find an axle for it. One local Ford parts expert from Sanderson Ford in Glendale, AZ deciphered the metal tag on the center section of the rear end and advised me it is a 1970 to 1971 (they only made these rear ends those two years) Mustang-Torino-Mercury Cougar-Montego. The tag also tells us it is a 9 inch ring gear with a 3.25 to 1 ratio. He also said Ford no longer makes or stocks axles for this rear end. He advised having a new axle made for \$300 to \$400 out of a firm in California.

(Continued)

I figured I would call some of my Mustang restoration buddies and would locate an axle in a matter of minutes. Boy, was I wrong. Turns out these rear ends are the most popular with the racing and street-rod set. They are very desirable because of their strength and reliability as well as their ability to withstand high horse power and abuse. They are also scarce for the same reasons and getting more expensive all the time. I checked with three of my local sources for Mustang parts and all said they didn't have any of THOSE axles. One said that if he did the cost would be \$50 to \$75. A local Mustang wrecking yard said he had them for \$125 each.

I next checked with a local driveline, axle and transmission shop I have used before. He advised he would try and straighten the axle and if that didn't work, he had another procedure he could try. Each procedure cost \$60 and for the \$120 he would charge, he could not guarantee that the axle would be straight when he got through. He did not have, nor did he know where I could get one of these axles.

I ultimately bought a 1971 Ford Mustang axle from a local wrecking yard that specializes in older cars, muscle cars and hot rod material, for \$100 and I was glad to get it. They have several cars in stock with this axle in the rear end. Now all I have to do is clean it up, put the rear end back together again and get the Squire back on the road. I went through a lot of phone calls, running around and junkyard looking to get the axle and this information. I'm writing this so somebody else doesn't have to. I hope none of you ever have to change an axle on your car but now at least you will know where to begin looking if you need the part.

JIM DIMOND - CHASSIS #9

Editors Note: A street rod pal of mine said these special, beefed up rear ends were intended for later introduced big V-8 engines and one way to identify is the fact that the exact measurement between the backing plates is 53" and the ID tag should read WES-AD2 2CB.

MEMBER JERRY MILTENBERGER - CHASSIS #7

recently sent his entire, damaged windshield assembly to me for repair and during the conversation he also mentioned that he is a partner in a firm that makes auto trailers. I have attached a brochure copy and for more information contact Jerry at Vintage Trailers, Ltd. - 4460 Pine Creek Road - Elkhart, IN 46516-9564 or call him at 800+233-5455 - Extension 106.

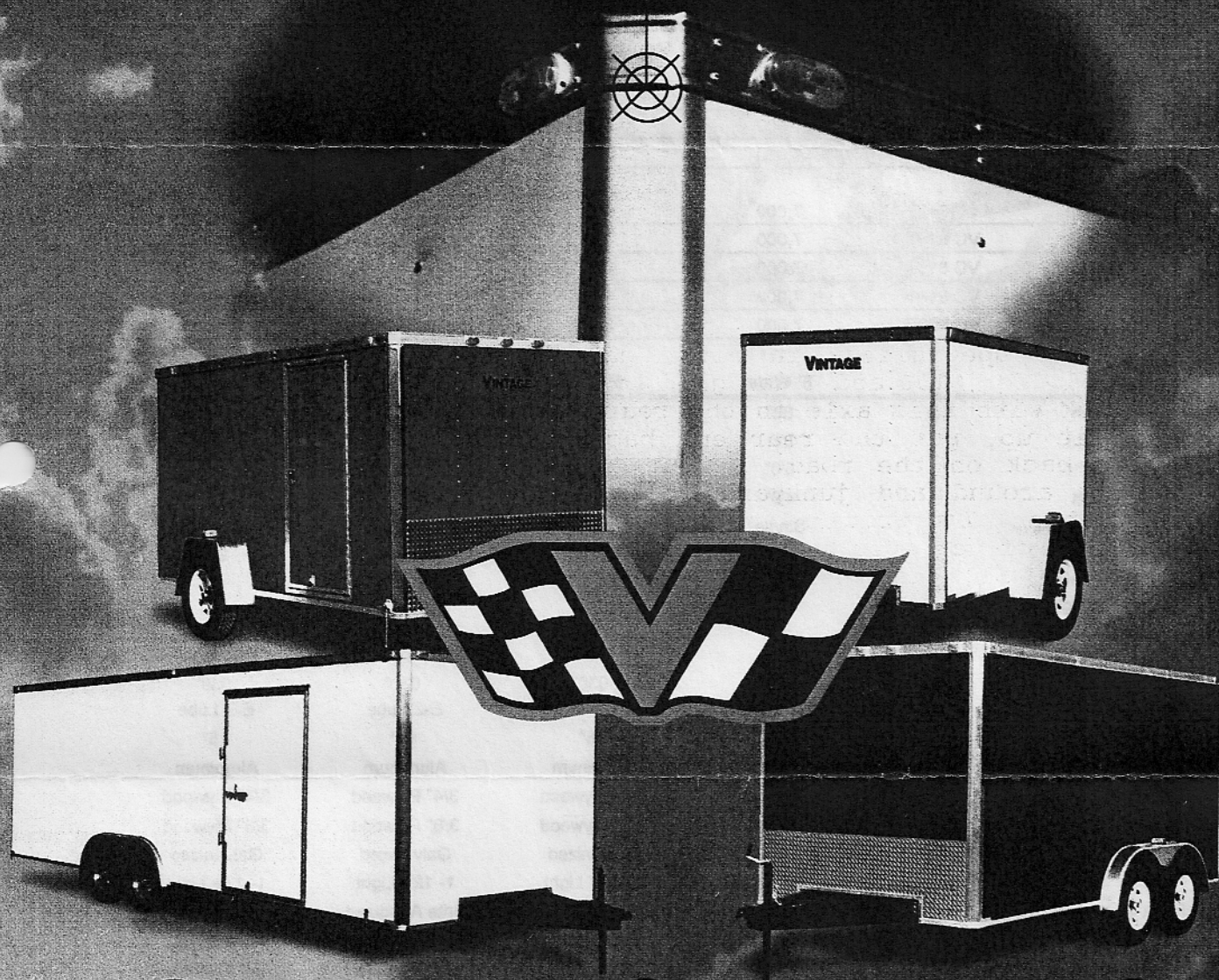
AND ALWAYS REMEMBER

The first rule of holes is, if you're in one, stop digging!

VINTAGE

QUALITY BY DESIGN

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•STRENGTH

All Vintage Trailers have a steel unitized construction.



•ATTENTION TO DETAIL

All Vintage Trailers go through a rigorous 41 point inspection before delivery.



•STYLE

All Vintage Trailers have a radius roof with our unique car hauler design.

Vintage Trailers Ltd. • 4660 Pine Creek Road • Elkhart, Indiana • (219) 522-2261

2-46516-9564

SIZE OF TRAILER	MODEL #	GROSS VEHICLE WEIGHT RATING	APPROXIMATE PAYLOAD	TRAILER FRAME	ALL WHEEL BRAKES
5 x 8 Single	VC 58	2,990	2,010	3" Tube	Optional
5 x 10 Single	VC 510	2,990	1,925	3" Tube	Optional
5 x 12 Single	VC 512	2,990	1,850	3" Tube	Optional
6 x 10 Single	VC 610	2,990	1,740	3" Tube	Optional
6 x 12 Single	VC 612	2,990	1,640	3" Tube	Optional
6 x 14 Single	VC 614	2,990	1,540	3" Tube	Optional
6 x 12 Tandem	VC 612T	7,000	5,400	4" Tube	Standard
6 x 14 Tandem	VC 614T	7,000	5,300	4" Tube	Standard
6 x 16 Tandem	VC 616T	7,000	5,100	4" Tube	Standard
7 x 12 Single	VC 712	3,500	1,525	6" I Beam	Standard
7 x 14 Single	VC 714	3,500	1,350	6" I Beam	Standard
7 x 12 Tandem	VC 712T	7,000	4,775	6" I Beam	Standard
7 x 14 Tandem	VC 714T	7,000	4,600	6" I Beam	Standard
7 x 16 Tandem	VC 716T	7,000	4,425	6" I Beam	Standard
7 x 18 Tandem	VC 718T	7,000	4,250	6" I Beam	Standard
8 x 12 Tandem	VC 812T	7,000	4,575	6" I Beam	Standard
8 x 14 Tandem	VC 814T	7,000	4,425	6" I Beam	Standard
8 x 16 Tandem	VC 816T	7,000	4,275	6" I Beam	Standard
8 x 18 Tandem	VC 818T	7,000	4,125	6" I Beam	Standard
8 x 20 Tandem	VC 820T	7,000	3,975	6" I Beam	Standard

Equipment	5' Wide	6' Wide	7' Wide	8' Wide
Overall Width	80"	92"	96"	104"
Overall Height	81"	85"	94"	100"
Interior Height	5'0"	5'6"	6'0"	6'6"
Interior Width	4'9"	5'9"	6'9"	8'0"
Rear Door Type	Single	Double	Double	Double
Rear Door Width	50"	63 3/4"	75 3/4"	91"
Rear Door Height	55"	61"	67"	75"
Hitch Ball Height	17"	17"	20"	20"
Hitch Ball Size	2"	2"	2 5/16"	2 5/16"
Floor Height	18"	18"	21"	21"
Aluminum Skin	.030"	.030"	.030"	.030"
Axle	E-Z Lube	E-Z Lube	E-Z Lube	E-Z Lube
White Spoke Tires	15"	15"	15"	15"
Fenders	Aluminum	Aluminum	Aluminum	Aluminum
Flooring	3/4" Plywood	3/4" Plywood	3/4" Plywood	3/4" Plywood
Interior Walls	3/8" Plywood	3/8" Plywood	3/8" Plywood	3/8" Plywood
Roof	Galvanized	Galvanized	Galvanized	Galvanized
Electric	1- 12V Light	1- 12V Light	1- 12V Light	1- 12V Light
Front Corners	Brite Anodized	Brite Anodized	Brite Anodized	Brite Anodized
Breakaway Kit	Not Available	Std. Tandem	Standard	Standard
Frame Members	24" Centers	24" Centers	24" Centers	24" Centers
Walls	16" Centers	16" Centers	16" Centers	16" Centers

All trailers come with: Safety chain and hooks, DOT lights, and 12V connectors

Value Package:

32" Door with Flush Lock & Deadbolt

2- 12V Dome Lights and Switch

ATP Stoneguard and 1 Roof Vent (Non-Power)