



SEPTEMBER - OCTOBER, 2000

Squire SS-100 Registry

THE INTERMECCANICA BADGES

that many of you ordered are now in and ready for shipment to you. Because they came from Canada I had to pay for these up front so I'd appreciate getting your \$35.00 and I'll promptly ship them out.

To be sure I have the order list correct I'll list the names as I heard from you: Nick Cuneo(1), Ed Spielman(2), Lee Craft(1), Rick Pompilii(2), Ben Cunningham(2), Warren Moore(1), & Bob Murray (1) & John Sullivan(logo).

I have a few spares so if you want one and your name is not listed above either call me at 480+893-9451 or send me your check for \$35 and I'll ship them 'til the supply runs out.

MY SUMMER VACATION

is most likely not important to you but there is a reason for mentioning it. Jean and I have friends in the Boston area who bought a summer place in Kennebunkport, Maine and invited us out for a few weeks. While out there I borrowed a car and drove over to Phillipston, Mass. to visit and work with members John & Nancy Sullivan for two days. John happens to own the only MacGregor conversion that we're aware of and has the Squire that's garaged the furthest north in the USA. He had written and said that he absolutely hated the Pinto gas cap that our cars arrived with so I put together the parts to install a snap-top racing type gas cap and we dropped his tank, mounted it and John's a happy man. I can furnish the material for a do-it-yourselfer to change gas caps but it is a major project. If interested let me know.

CHASSIS #9 IS FOR SALE

Gene DeMarco, who recently bought this superbly restored Squire from Jim Dimond, called me to say he has run into lots of problems both personal and business related and the Squire has to go. You can contact Gene evenings at Area 480+483-1101 or email him at his business address: gened@visionleasing.com

CHASSIS #35 IS FOR SALE

Mike Sher called me to say that for many reasons his Squire is just sitting in the garage and he'd like to sell it to someone that will appreciate this beautiful restoration. He's asking just what he paid for it and not adding the many improvements he made, some of which the writer did. You can call Mike evenings at 631+423-6892 or email him at: KYDERBY1@hotmail.com

FRONT DISC BRAKES FOR YOUR SQUIRE?

A few years ago Bill Lieske (Chassis #44) was having so much trouble with the front end of his Squire he decided to cut the old one out and weld in a Mustang 2 front suspension - which included disc brakes. (Continued)

He was pleased with the end result but especially the improvement in braking which he still describes as 100% better.

Last year the writer restored Bill Freeman's Chassis #11 and installed front disc brakes using mostly Ford parts from later models and purchased from the bone yard. Some machining of the front spline drives is required but all-in-all not a very difficult job and the braking performance is outstanding. I got a lot of help on this project from Member Sid Weaver who drove all the way from New Mexico to pitch in.

Last month Member Ed Spielman decided he'd had enough of the steering pulling to the left while braking so he drove #32 over from Los Angeles and with an assist from me, Terry Becker did the same front disc brake conversion to Ed's Squire. Ed's a pretty good word smith so I'll ask him to give us a paragraph on the total result for the next newsletter. OK, Ed?

SQUIRE SS-100 TORSION BARS

are in the news -- and it's not good news.

When Sid Weaver and I did the disc brake conversion to Bill Freeman's Squire last year, on reassembly we noted that the left front was sagging and no amount of adjusting was going to fix it. After the second disassembly we noted that the left or drivers side torsion bar had gone limp. There was simply no spring tension left in it. Thank heavens Bill Lieske is a pack-rat when it comes to parts and he had saved and stored the two torsion bars from his conversion. Using one of them we were able to complete the Freeman Squire front end repair.

This year Sid Weaver is restoring his #42 and found the exact same condition. The left front torsion bar had lost it's tension. Again, thanks to Bill Lieske we had one bar left over and Sid's front end is now complete but we have collected to dead soft spring torsion bars. Now it gets worse!

In doing the recent brake job on Ed Spielman's Squire -- you guessed it! His left front torsion bar has gone dead flat. Terry introduced as much adjustment as possible but it's only a temporary solution that will have to be resolved later.

Where are we at? Sid Weaver has the two soft torsion bars that he'll bring to Phoenix on his next trip over and I'll take them to a local automotive spring manufacturer and see if we can have them heat treated and retensioned? I keep hearing reports about rough rides and the front end bottoming out and we now wonder just how universal this torsion bar problem is among the membership. We'll keep you informed on developments.

TOM & RAY MAGLIOZZI aka CLICK & CLACK

These two guys are my automotive heros and I often quote them on specifics but the article, reproduced below without permission, is simply too good to pass up since both items can pertain to our Squires. A few of our owners have not started their engines for years and part one is good advice on how to go about it. And the second part is one I've never heard of so before I told you about it I tried it on my Squire and it works. Best bet is to set your idle up to 2000 RPM and use a cup of water in an old spray bottle set for 'squirt' so you don't stall the engine with water. Neat!

Get your (old) motor runnin'

By Tom and Ray Magliozzi
King Features Syndicate

DEAR TOM AND RAY: I have a 1965 Mustang GT with a 289-cubic-inch engine. It has been "cold iron" for the past five years. I would like to re-light the old girl, but I'm unsure of what steps I should take before turning the key.

TOM: Here are the steps to take now. First, take out each of the spark plugs and squirt a little bit of fresh oil into each cylinder. Then try to turn the crankshaft by hand (or with a socket wrench). If it turns, that'll tell you that the internal, moving parts of the engine still move. That would be good. If so, put the plugs back in and go on to Steps 3, 4 and 5.

RAY: If you CAN'T turn the crankshaft, skip right to Step 8.

TOM: Steps 3, 4 and 5: Change the oil, siphon out as much of the old gas as you can and replace it with new gas, and throw a new battery

in the car.

RAY: Step 6 would be to crank the engine without actually starting it. You do that by removing the coil wire and turning the key for a few seconds. Do it several times. That'll get the oil pump pumping (assuming it still works) and send oil to the moving parts all over the engine.

TOM: If that goes well, then you're ready to go for the gold. Step 7 is to put the coil wire back on and start 'er up. If it starts, congratulations!

RAY: And if it doesn't, there's always Step 8: Look in the yellow pages under "engine rebuilders" or "junkyards." Good luck.

DEAR TOM AND RAY: My mechanic buddy told me about an alternate way to "burn the carbon out" of the cylinders. Rather than risk a ticket flooring it on the highway, he suggested I trickle a stream of water down the

carburetor intake while revving the engine at about 1,500 to 2,000 rpm. He demonstrated this to me on his 1977 Mercury Cougar, which still runs great. My other non-mechanic buddies say he's nuts. Could you settle this?

RAY: He's not nuts. This trick actually works. We use it all the time in the garage.

TOM: As you pour in the water, it immediately turns to steam in the combustion chambers. The steam seems to help break up the carbon, which then gets kicked out the tailpipe. And it seems to improve the performance of old cars with lots of carbon on their valves and pistons.

RAY: And the reason it doesn't blow the heads off is because we're literally talking about a trickle of water, about 8 ounces over 30 seconds.

Write to Click & Clack, The Arizona Republic, in care of King Features Syndicate, 235 E. 45th, New York, NY 10017. Or send e-mail to www.cartalk@cars.com.

AND ALWAYS REMEMBER

If you drink, don't park. Accidents cause people!

