



CLBCOM 112

Squire SS-100 Registry

JANUARY - FEBRUARY, 2002

CHASSIS # 9 CHANGES HANDS

DR Bill Freeman has purchased this beautifully restored Squire SS-100 from Gene DeMarco and it will be transported from Phoenix to Dr Freeman's home in Tennessee after one more appearance at the annual Spring Thing in Laughlin, Nevada next month. Member Jim Dimond spent three years and all of all his spare time plus lots of \$\$ on this particular restoration and it's a beauty that runs like a Swiss watch! The car has an interesting history in that it was acquired new by show business mogul Peter Benedetto who kept it at his Scarsdale, NY estate. Benedetto was the promotions manager for many famous show biz folks like the Beatles and Old # 9 was driven by John Lennon and Frank Sinatra once took Jackie Onassis for a ride in it.

AND SPEAKING OF RESALES

Member Rick Pompilii has reminded me that his #48 is still for sale and THAT reminds me that enough cars have changed hands that I've lost track of who has them for sale? So, if yours is available for the market please remind me by mail, phone at 480+893-9451 or Squirepal@aol.com.

HAVE YOU EVER WONDERED WHY -

the bumper brackets on your Squire SS-100 are pointed up so that the horn tips point down? New York associate member Joe Scotto has filled in an interesting blank in the Squire SS-100 history book.

When Joe was just a teenager his uncle found Chassis # 2, one of the two prototype cars, resting in a junk yard in New York City. All the parts were there except the seats so his uncle bought it and he and Joe got it back in running order, replacing the seats with a pair from an early model Corvette. At about the same time, Joe's uncle attended the annual New York Auto Show where Auto Sports Importers were still promoting brand new Squires. Uncle noted that the show car had the same bumper condition as his so he asked why? It was explained that the cars as imported did not meet the U.S. bumper height requirement by two inches so they had "used a hydraulic PortaPower to raise the bumper on a few cars but the condition would be permanently fixed on the others". Of course, it never was so unless some prior owner has corrected the error, that's why your bumper looks that way.

You can correct the situation and get the horn tips pointed back up if you are at all handy or know someone that is. The front bumper is actually a three piece shell with a length of black iron plumbers pipe in the center. The three piece joints are hidden by the brackets and it's all held together by some tack welds on the bottom side. (Continued)

To correct, remove the four long bolts that fasten the two front bumper brackets to the body. (Intermeccanica originally used carbon steel bolts here and they usually shear off from rust. Even if they don't, I'd replace all the nuts & bolts with stainless hardware). Once removed, turn the entire assembly upside down and carefully file or grind away the tack welds. You can then take all the pieces apart for a good cleaning and rust removal operation. Before reassembly, make two rubber gaskets to line the inside of the brackets to better secure the bumper sections after the tack welds have been removed. An old inner tube works well for this and you can secure one at most tire shops for nothing. Leave the brackets a little loose until the entire assembly is mounted and you can then adjust the horn tips to where you want them before a final tightening. PRESTO! The darn thing now looks right.

And one final note here. Chassis # 2 is now owned by Nick Cuneo and I have it here in Phoenix for a cosmetic restoration before I ship it off to Nick in Florida. I did not correct the bumper on # 2 because, after close inspection, I determined that the rust condition was too far advanced to handle much tampering so other than replacing all the nuts and bolts, I let it be.

TECH TIP - OIL PAN DRAIN PLUG

These plugs on our cars are 7/8" by 1/2"-20 thread and are the favorite subject for the local dropout who's changing your oil to strip out while he's thinking deep thoughts. This results in an ever widening puddle on your garage floor and can lead up to a ruined engine if not corrected. Fortunately, FOMOCO anticipated this and made the plug of a softer metal than the pan and also lined the pan with an extra strip of hard steel spot welded to the interior of the pan. The threads on the plug are usually the part that gets stripped and you can buy new plugs at any Ford dealer and most auto parts places. Just be sure the new plug has a 1/2"-20 thread and comes with a soft gasket built onto it. Before installation it's usually a good idea to run a 1/2"-20 thread chaser thru the pan threads to clean out any stripped metal.

It's also possible that the moron who made the mess had a strong arm and stripped the threads on both the drain plug and the oil pan. In that case you can buy a gadget called an EXPANSION PLUG that cuts new threads for itself into the steel of the pan.

ARTHUR'S ADVICE?

When you run into this situation let a professional correct it!

TECH TIP - CONVERTIBLE TOP BRACE

The original seats on our cars did not come with much padding and seemed to be designed for shorter people than most Americans.

(Continued)

When a Squire SS-100 is completely restored it usually involves both a new soft top and padded-up seats. This results in less space between the center top brace and the driver's head and causes knots on your noggin with each casual bump in the road. So, if you're planning such an upholstery operation it's a good idea to cut the edges of the center brace and weld in an additional 2" of metal to each side before making the new top. Trust me. This is good advice!

FOR THE NEW YORK AND EASTERN STATE MEMBERS

The old spring water bottling plant at Saratoga Springs, NY has been turned into an automobile museum that looks like it would make a great weekend Squire ride. They publish a newsletter and for more information you can contact them at: Saratoga Automobile Museum, P.O. Box 1240, Saratoga Springs, NY 12866, Area 518+587-1935 or FAX = 518+587-4149 or www.SaratogaAutomobileMuseum.org

THE 2002 SPRING THING IN LAUGHLIN, NEVADA is still on for March 22, 23 & 24 and you and your friends are still welcome to attend if interested. Squire SS-100 ownership is not required but Squire interest is. Just contact me so that Vern & Sorita Jensen can set an extra place on the patio of their Eagle Ranch. In addition, Member Norm Miller and his mom Yetta will once again host breakfast on Sunday morning at the Pioneer Casino in Laughlin. Associate Member Paul Helmick is the Registry photographer and will be taking shots of the assembled Squire SS-100s for display on the Wall Of Fame at the Temporary World Headquarters that's also called my shop. Sorry! Just being silly.

A USED SQUIRE PARTS LIST

comprises Page 4. As indicated, the parts are free and you pay the freight with the exception of the parts that I purchased from Members and in that case, the charge is whatever I paid for them plus freight.

DUES ARE DUE

so if there's a return envelope included with this newsletter, please send me \$10 for another year. And if you'd like to save us both some bother, double or triple up and I'll keep track of it on this end. Make your check payable to Arthur Stahl and thank you very much for a prompt response.

AND ALWAYS REMEMBER

Never slap a fellow that's chewing tobacco!

Arthur Stahl

USED BUT ORIGINAL SQUIRE PARTS

- 2 - FRONT BRAKE DRUMS WITH RACES, ETC.
- ~~1 - PAIR SIDE CURTAINS~~
- 1 - STEERING BOX
- 1 - USED WINDSHIELD GLASS
- 1 - CONVERTIBLE TOP BOTTOM TRIM PIECE
- 1 - ORIGINAL DUNLOP WIRE WHEEL - FAIR CONDITION
- 3 - FORD VALVE COVERS
- 2 - FRONT END ADJUSTMENT STUDS
- 1 - STEERING WHEEL & HARDWARE
- 2 - FORD COOLING FANS
- 1 - PAIR HEADLIGHT STAND PIPES
- 1 - PAIR TAIL LIGHTS COMPLETE WITH STEEL BUCKETS
- 3 - ORIGINAL GAS CAPS
- 2 - ORIGINAL HOOD RELEASE CABLE ASSEMBLIES
- 3 - ORIGINAL CENTER MOUNTED REAR VIEW MIRRORS
- 2 - FORD ORIGINAL DISTRIBUTORS
- 1 - VALVE COVER FILLER/BREATHING CAP
- 1 - LUCAS WINDSHIELD WASHER BOTTLE & BRACKET
- 1 - PAIR FIAT SEAT BELTS
- 2 - FORD ACCELERATOR CABLE BRACKETS
- 1 - ORIGINAL SET OF SIDE LIGHTS
- 1 - ORIGINAL "T" TRANSMISSION SHIFTER
- 1 - COMPLETE UPPER STEERING COLUMN ASSEMBLY
- 1 - PAIR OF ORIGINAL 7" HEADLIGHTS - COMPLETE
- 1 - " " " " " - NO BULBS
- 1 - PAIR OF FENDER MOUNTED ANTENNA MIRRORS - FEE REQUIRED
- 2 - ALTERNATORS
- 2 - EXHAUST MANIFOLDS
- 1 - PAIR LUCAS 9" RP-150 HEADLIGHTS - NEED RESTORATION - FEE
- 2 - NEW MASTER BRAKE CYLINDERS
- 1 - PAIR FOGLIGHT STONE GUARDS - ROUGH
- ~~1 - PAIR ORIGINAL TURN SIGNALS - AMBER~~
- 1 - FUEL PUMP - ALMOST NEW
- 3 - ORIGINAL CARBURETORS - NEED REBUILDING
- 1 - REAR MANUAL TRANSMISSION SUPPORT
- 3 - ORIGINAL FUSE BLOCKS
- 1 - BRAKE LIGHT SWITCH
- ~~1 - FORD ENGINE OIL PAN~~
- ~~1 - ENGINE OIL DIPSTICK~~
- 1 - ORIGINAL HARD GAS LINE
- 1 - ALTERNATOR MOUNTING BRACKET
- 1 - PAIR ORIGINAL TOP BRACKETS

MOST ITEMS WERE DONATED TO THE PARTS LARDER BUT SOME WERE PURCHASED. YOU PAY WHATEVER COST IS INVOLVED PLUS SHIPPING.