



CLBCOM 114

MAY - JUNE, 2002

Squire SS-100 Registry

CHASSIS #9 IS TRANSPORTED

In Clbcom 112 we reported that DR Bill Freeman had purchased the beautifully restored Dimond-DeMarco Chassis #9. Turns out he had purchased it as a gift for his wife Patty and make no mistake about it, it's her car. Member Paul Helmick had been looking for an excuse to drive his new Chevy pickup east for a good many reasons so I flew to Albuquerque and we loaded #9 on Paul's also-new tandem trailer and in April, headed east - thru some of the worst weather to be found this year! After delivering #9 to the Freemans in Tullahoma, TN, we loaded up Bill Freeman's unrestored Chassis #34 and continued east into North Carolina with a stop in Mooresville, NC to get an education on brakes for our Squire SS-100s. Member Bob Murray and his friend Chester Heath had driven over from Durham to meet with us at the following company;

MASTER POWER BRAKES - MOORESVILLE, NC

This progressive company was started in Huntington, Long Island by Carmen Anastasio and a few years ago he moved it to Mooresville to "get out of the ratrace" says he. MPB is the acknowledged leader in converting cars like ours to disc and power/disc brakes and for some time we've wanted to talk to them regarding the brakes on our Squires. With #34 sitting on the trailer in the MPB parking lot we had a good chance to review the stopping problems and condensing three hours of conversation into this letter, we learned the following:

(A) While MPB personnel could not explain why our cars all pull to the left on hard application of the brakes they did point out that pulling right/left is an inherent problem with four wheel drum brakes. That's one of the reasons why auto manufacturers switched to front disc - rear drum brakes many years ago.

(B) Some of the membership have inquired about installing power assisted brakes on their Squires and while this is possible it would most certainly not be recommended with the present four wheel drum brakes. It could be possible after a conversion to front wheel disc brakes by also installing a remote vacuum booster, an expensive and difficult task since the booster itself would most likely have to be installed under the left fender well and shielded from debris thrown by the wheel. And finally, no more than our cars weigh, by converting to front wheel disc brakes, the correct master cylinder and the combination valve that MPB makes, we should have no need for power assist. That equipment should give adequate stopping power without undue effort or pulling right or left.

(Continued)

Now we get to the hard part -- explaining all this. First, should you be interested in converting your Squire to front disc brakes I suggest you call Master Power Brakes at 1+888-251-2353 and request their most recent catalog. You can also contact them at: www.mpbrakes.com.

Many of our members are excellent home mechanics and can find the front disc brakes from the 1976-78 Ford Granada/Mercury Monarch at a local bone yard, rebuild them and install them as a bolt-on yourself. You will also have to buy and install the matching master cylinder for those parts and to make the job complete I strongly suggest you purchase and install the MPB combination valve at the same time. Finally, the spline drive adapter for the two front wheels will have to be machined out a little to accept the larger grease cups from those later year hubs.

For those of you without those skills or who don't want to fool around in junk yards, you can call MPB, explain that you want to switch to front disc brakes from the 1972 Ford Maverick setup you have and let their experts tell you what you need. And finally, if you don't want to install these parts yourself I'd suggest you contact a local street rod shop and have them do it for you. They most likely have dealt with MPB in the past and if you're not very confident in your own mechanical abilities, are most likely better qualified to do the job for you. Long Islanders can contact Ron Langdon at Langdon's Automotive - Freeport - 516+377-3738.

THE SQUIRE DRUM BRAKES QUOTE OF THE MONTH

comes from Member Tim Wiegand in Michigan in regard to his Chassis #3 - and I love this one:

"I've given some thought to a disc brake swap but I have the thing stopping fairly straight now. In other words, it doesn't stop any better, I'm just getting used to the adrenaline rush every time I step on the brakes and it keeps right on goin'"

CHASSIS #34 CHANGES HANDS

After departing Mooresville we drove on to Durham, NC to spend a few days playing cars with Bob Murray. We had left Tennessee with Bill Freeman's #34 because he decided he didn't need three Squires and asked us to sell it for him. That car had been stored for years and had the usual things wrong after long storage periods but after a few days of TLC, parts replacements, repairs and adjustments, ran once more. Bob Murray has a Squire with auto tranny but has been wanting one with a manual shifter so he called Bill Freeman, made a deal and bought it. What's interesting here is that there are now three owners with two Squires each. Bob Murray with numbers 21 & 34, George Breckel with 20 & 33 and Bill Freeman with 9 & 11.

AND WE'RE BACK TO DISCUSSING TORSION BARS AGAIN

George Breckel is restoring his second Squire and needs a second set of torsion bars for this project. Our special price from Schroeder Racing is \$250 per set if we order in sets of five or more. We ordered six sets on the last go-round and all are very well pleased with the results. (Read Ed Spielman's treatise on this subject in Clbcom 108). If you missed ordering torsion bars the last time, now is your chance. Contact me at 480+893-9451 or email at: Squirepal@aol.com.

AND WE'RE STILL RECRUITING USED SQUIRE SS-100 PARTS

AS a service to members I maintain a used Squire parts inventory in Phoenix. If you have any original parts cluttering your garage and that you'd like to get rid of, some other member may really need them. In the past ten years this collection has bailed out a lot of members who had no other place to look. So pack up what you have and ship it to me at 11826 S. 51st Street - Phoenix 85044-2313. In particular I'm looking for any original rear view mirrors that were mounted on the left windshield post.

**AT MASTER POWER BRAKE IN MOORESVILLE, NC ARE**

Left to right - owner Carmen Anastasio and Members Art Stahl, Bob Murray and Paul Helmick.

AND ALWAYS REMEMBER!

Nothing is foolproof to a sufficiently talented fool!

Art Stahl