

CLBCOM 119

Squire SS-100 Registry

MARCH - APRIL 2003

FOR THOSE SQUIRE SS-100 OWNERS WITH AUTOMATIC TRANSMISSIONS

I have just finished a couple of months restoration work on Sorita Jensen's Chassis #18 and in the process, made my first real contact with the Ford C-4 transmission that came on half the Squires made. When the Jensen's delivered the car to me in January the one thing that they wanted fixed most was the leak in the tranny. In agreeing to do so, I didn't really know what I was letting myself in for but I did get an education that I can now share with the rest of you.

The Ford C-4 automatic transmission is considered so good that the street rod people like to use them because they are so rugged. The only thing wrong with them is that the pan on the bottom is made of thin stamped steel and the space between the anchoring bolts is too wide. There is no drain plug in the pan and you must remove the entire device to change the transmission oil, getting most of the three quarts in your hair, on your face and if you're wearing a long sleeved shirt, all the way up to your armpit. WHAT A MESS! I have a hunch that many of our Squires are still running on the oil that was installed in Italy so if you have an automatic and do not know when the tranny oil was changed now is a good time to consider it. My first bit of advice is to go to a reputable transmission repair service and let them do it. However, if you're a do-it-yourselfer, here's what you do:

Put your Squire up on four tall jackstands so you have more access. With a catch tub under the pan, loosen the 1/2" bolts working from rear to front and gradually loosening the rear ones more to get as much of the oil as possible in the drain tub. Once removed, clean up the pan, yourself and I suggest letting the tranny drip out over night to remove as much of the old oil as possible.

Now you have some options. There is an internal screen filter that's in view on the bottom of the tranny. You can ignore it and hope that it's clean? You can remove it and clean it up or you can buy a kit that contains a new filter and replacement gasket. If you decide to remove it, there is a tab on the driver's side that holds a ball and spring in place. It will fall out as you remove the old filter so be sure you clean them up and replace them in the same order with the new filter. Once that's done you're ready for reassembly.

Now you need a gasket, with or without the filter. The correct callout is for a 1972 Maverick 250 CID engine & C-4 tranny. There are two types of gaskets, cork, or a thicker composition one. I won't argue the point because both types seem to work but I wound up using the thicker one. (Continued)

Your next choice is to use the old pan or try and find an after market one that has a drain plug installed. Street rod shops usually carry them or try to locate one on-line. Now, here's where it starts to get hairy. If you've bought a new one, bolt it on following a procedure I'll detail next. If you're using your old one and it has never leaked, bolt it on. Last, if you're using an old one that's always been leaking - do the following:

As already described, the original pans are too thin and bend very easily when tightening the eleven bolts that secure the pan to the transmission case. When you over tighten, you create a 'tepee' at each hole, forcing a gap between each bolt hole. Examine your old pan carefully. The gasket surface on the entire pan must be dead flat to create a working gasket face. Lay a straight edge like a ruler on the gasket surfaces. If you have tepees you can pound them down by supporting the underside of each hole then insert the ball side of a ballpeen hammer and tapping it down with another hammer. Work slowly so's not to stretch it the other way. This takes some time and patience but it won't hold oil till you get it flat. Once you're satisfied, it's time for the final step.

It's a basic instinct for both professional and home mechanics to fight leaks by making it tighter and that's exactly the wrong way to go. When I finally consulted the manual I found that the recommended torque is 12 to 16 foot pounds, little more than hand tight. If you have a torque wrench, use it but you can get by without it. I used a 1/2" shallow socket on a nut driver and tightened in a staggered pattern from the center out. As soon as the handle got a little tough to turn by hand I stopped. I then refilled the pan with 3 quarts of Type F tranny oil, the only kind to use in a C-4. After a few hours I ran my finger around the outside of the pan gasket and detected some 'weeping' but no real leaks. I then used a 1/2" deep socket on a ratchet handle and tightened about a quarter turn on each bolt. Even less weeping the next morning so I repeated the quarter turn and quit.

Some experts recommend using gasket cement like Permatex 2 and others say use none so that's what I did. On early attempts I did try Blue RTV, aka blue goo, but I found this to be too slippery which allowed the gasket to move around in the positioning process and I gave up on it. So, and to repeat myself, unless you feel confident in your mechanical problem solving, let a good tranny shop do it and you miss both the mess and the frustration.

NEW INTERMECCANICA BADGES FOR OUR GRILLS?

Many months ago we ordered Intermeccanica badges to affix to our grills to help deter the "kit car image". When I proposed these badges I really thought they would fit the leading edge curve of the grill but the final fit leaves something to be desired. Then Jim Dimond discovered another badge Intermeccanica used on one of their Porsche replicas that fits like a dream. (Continued)

For the members that bought the original badges on the last go-around and you're wondering what to do with them if you buy the new badge, Member Paul Helmick has contributed a color photo sheet on Page 5 to suggest that you move them to the spare tire nut where they fit very nicely thank you. The top photo shows the old style badge on Bill Lieske's # 44, the new style badge affixed to the grill of my # 50 and the old style badge that I removed from my grill and fixed it to the spare tire knock-off of my Squire SS-100.

After months of searching for the maker of that cloisonne fired badge with no success, we finally asked the membership for donations to have a Canadian firm make the dye to produce a badge exactly like it, both in shape and color. Now we have the dye and we're ready to take orders.

We have to have orders for 20 badges to make up a minimum order to the manufacturer. The badges will cost \$35 each and I'll have them all shipped to me and then I'll split them up and send them along to each member that's ordered them.

So, lets all help stamp out the kit car image and make our Squires look like what they really are, a factory built roadster made in Italy by professionals. Place your order by sending your \$35 check payable to Arthur R. Stahl and I'll get the ball rolling ASAP.

For those attending the Carlisle, PA get together in May, I'll have samples of both style badges with me for your review.

CLOTH PATCHES FOR YOUR JACKET?

For many years I've collected cloth, automotive patches and had Jean sew them on to a jacket that I like to wear to car shows, weather permitting? So, when the Intermeccanica Registry had these patches made and for sale, I bought one from Tim Marriott in Denver and added it to my jacket.

A few months ago, Ed Spielman (Chassis # 32) flew to Phoenix wearing his WW-II leather flight jacket with his collection of car patches sewn on and I suggested that he also needed the Intermeccanica Registry patch added to the collection. Ed agreed and contacted Tim Marriott to find that his Registry had sold out the patches and did not plan to order more.

On Page 6 of this letter, Paul Helmick has also shown photos of the Intermeccanica Owners Registry patch and a hand drawn Squire SS-100 Registry patch that Jean and I whopped up but is subject to change at member's suggestions. We show it in black & white which is an attention grabber but we could change that? We also thought that an outline of our cars made more sense than re-duplicating the Intermeccanica 'Rampant Bull'? What do you think? (Continued)

The cloth patches have a minimum manufacturers order quantity of fifty for each patch and we can deliver them to you by mail at \$10 for each patch and after checking what other clubs get for patches, \$10 is a hell of a deal.

I'll suggest to you that you order more than one of each style patch because you'll wish you had later - as I have in the past. Further, these patches will more than likely become collectors items which you can sell later on E-bay for a lot more than you paid for them? Like the cloisonne badges, I'll have the patches samples with me at Carlisle.

Don't send any patch money now. Contact me by email, phone or mail and we'll see if we can come up with the minimum 50 of each patch so we can place the initial order?

THE CARLISLE, PA GET TOGETHER - MAY 16, 17 & 18

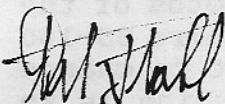
is right around the corner and I'll be there. Most of us will arrive on Friday the 16th and we seem to be staying all over the place? Bob Murray and I will be at the Ramada Limited at 1252 Harrisburg Pike, Phone 717+243-8585 and if you'd like, give us a call when you get in.

Bob has arranged for a tent cover, tables & chairs for our group, which we'll all chip in for, and if we don't see you Friday night, we'll meet at the Fairgrounds on Saturday.

We're suggesting a meeting of the attending membership around noon on Saturday at the Squire SS-100 Registry tent to discuss some business regarding the many issues that have come up in the past few years. We have no formal plans for Saturday night and we can also discuss that at the meeting.

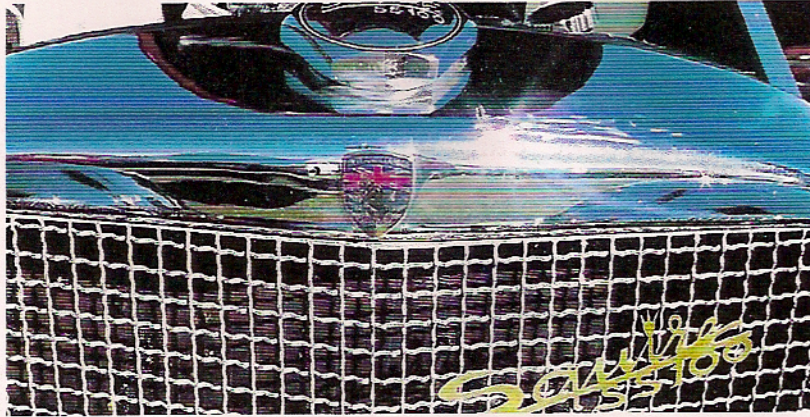
For Sunday morning, we're suggesting a farewell breakfast at some place to be decided on Saturday? Sounds like fun so we'll see you there.

For those of you within driving distance, this is a chance to meet other members who've been getting together for years. We'll have Squires there from Canada, Michigan, North Carolina and a few from Maryland and Pennsylvania. See you then?



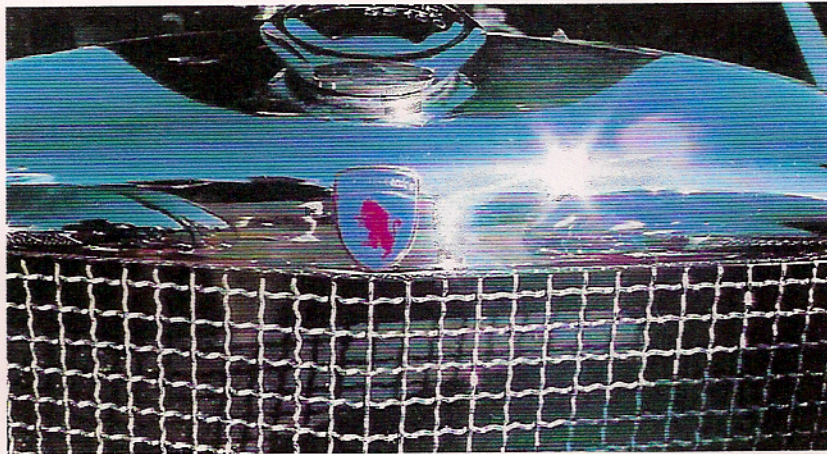
Art Stahl - Area 480+893-9451 or Squirepal@aol.com

Old Style (Rough Fit)

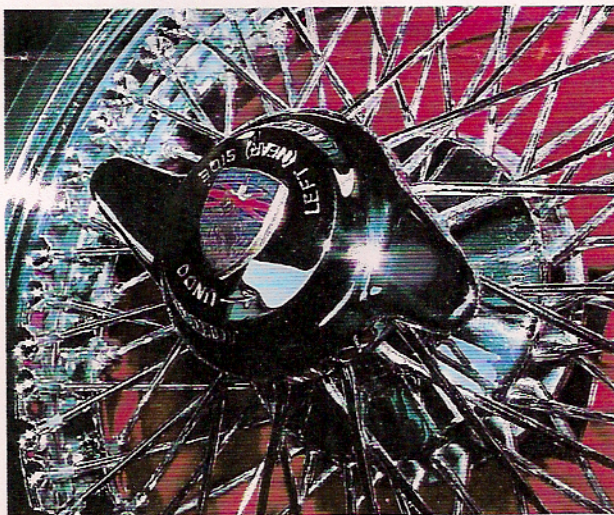


Chassis 44

New Style (Gracious Fit)



Chassis 50



Alternate Location
for the Old Style -
(Spare Tire Wheel
Lug Nut)

Chassis 50

