

CLBCOM 122

SEPTEMBER - OCTOBER 2003

Squire SS-100 Registry

Here's an update on a number of things already discussed in earlier newsletters:

REPLACEMENT MOTOR MOUNTS

Despite an almost unbelievable amount of time and energy, countless phone calls plus dozens of both emails and snail mails, we are forced to admit complete defeat in locating a source for the original motor mounts that came on our cars. It is an obsolete Ford part that no one carries or is even willing to talk about. We have even talked to two firms that remanufacture mounts but they have no interest in helping us with the problem. What now? All is not lost.

Terry Becker here in Phoenix is a man that has worked with us on various problems and he has located a very similar mount that he can modify to work on our cars. This replacement mount requires some reworking and is not a shelf item so if you need a pair, contact me and I'll make the necessary arrangements to have them made and shipped to you. Price on request at that time.

CARBURETOR CONVERSIONS - HOLD EVERYTHING!

In the last issue I pointed out that you could purchase the Weber K550 conversion kit made for the earlier Jeeps that fit right onto our Squires. That statement still stands. The adaptor base, carburetor and air cleaner all fit just right but once installed--you can't close the hood.

To explain, that kit is made to replace the same Carter RBS carburetor that we use and that also came on the early Jeep six cylinder models. The difference is that there is a lot more space in the Jeep engine room and the kit is 2" taller than what we can use. We were able to fit the Weber K550 that we had already purchased by machining the adaptor base down and cutting the air cleaner fabric in half but that's a heck of a job that the rest of you don't want to get involved in.

So, if and when you decide to install the weber two barrel carburetor on your Squire, contact me and I'll tell you how to go about purchasing the three required pieces, or, I can assemble them for a handling fee and ship them off to you. The accelerator cable also requires some machine work that we can make here and ship with the other parts.

Once the Weber carburetor is installed and functioning, it is superior in performance to the original Carter RBS single barrel but it's not quite as easy to install as I first intimated. Give all this some thought before you commit.

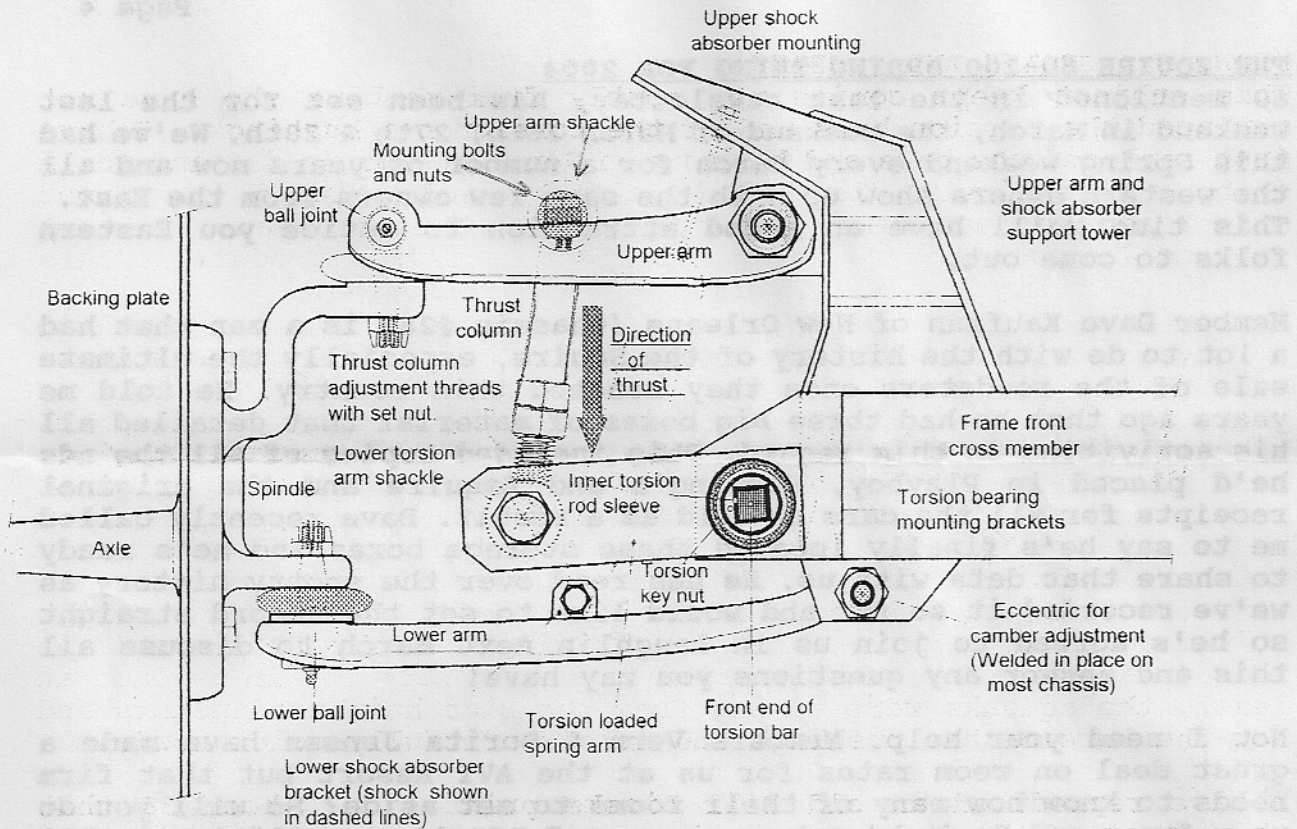
FRONT END GROANS AND SQUEAKS

This subject keeps coming up, mostly from members who have not replaced the torsion bars and/or the torsion bar bushings. I have just replaced the bars and bushing on Ron Seigerman's #13 and while doing so, entirely dismantled, cleaned and painted the front suspension but was reminded of a note that member Paul Dullaert sent me last May regarding that subject so I'll reproduce it here for further discussion. Paul writes the following:

"Since I've owned #35 I assumed that the intermittent squeaks coming from the front end were coming from the old torsion bar bushings. I got this idea after reading in the newsletters about other owners soaking the bushings with WD-40 periodically to eliminate the squeaks. I even gave mine a soaking but it didn't help. When I adjusted the front ride height on mine I found that the top A-Arm ride height adjuster bushings were absolutely dry. After disassembling them, I cleaned and coated the bushings with anti-seize paste before I reassembled them into the top, ride height adjuster cross tube. I was delighted to find the next time I drove the car that all the squeaks were gone. So, in my case at least, the squeaks were coming from the ride height adjusters and not the torsion bar bushings and it's wonderfully quiet now".

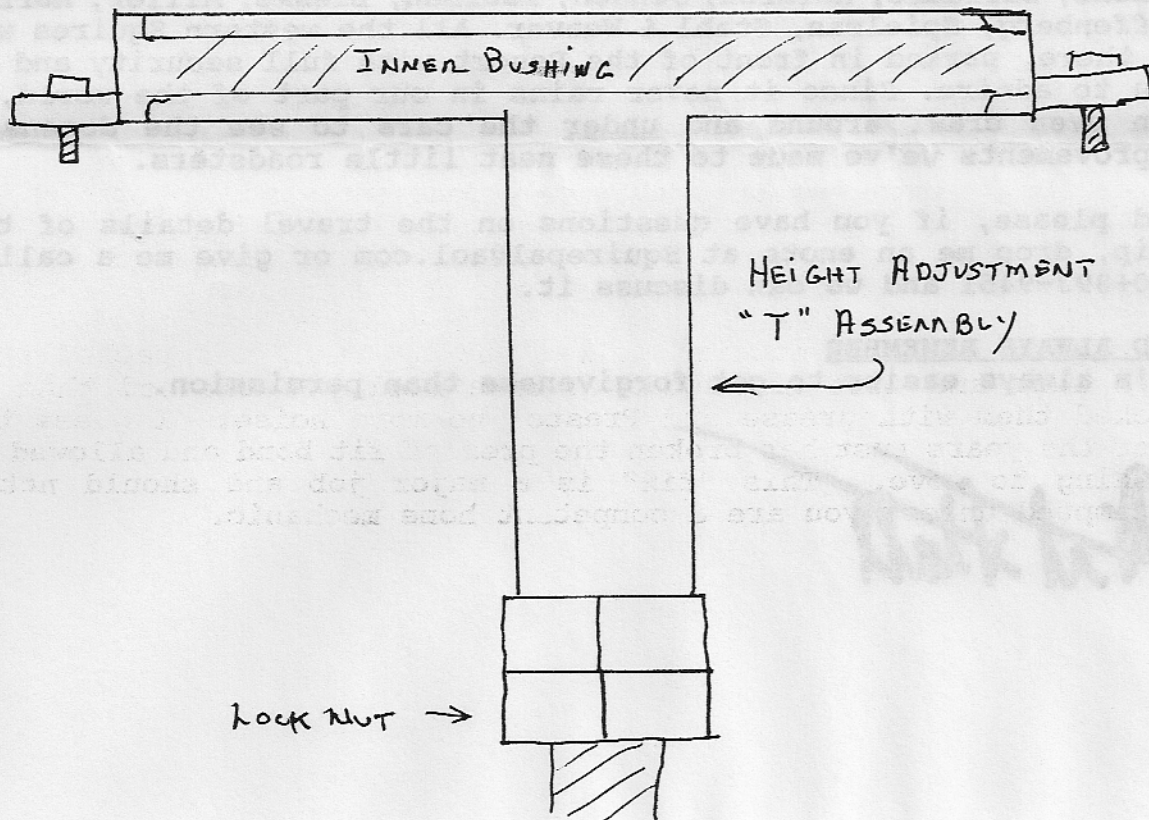
I have reproduced an old Bill Lieske print from Clbcom 38 that shows most of the front suspension parts. Bill shows the part that Paul is talking about and calls it a "Thrust Column" while Paul refers to it as a "Ride Height Adjuster". Below Bill's drawing I have made a side view sketch and labeled it Height Adjustment "T" Assembly. (And I can make a real case for a Tech Committee to give final names to these uniquely Squire parts so that we're all singing off the same page). Whatever you call it, it's the inner bushing at the top of the "t" that Paul took out by hand, removed the rust and road dirt, greased and reassembled that killed the noise in his car.

Now. I have not mentioned this before I got Paul's letter because I've rebuilt over ten Squire SS-100 front ends and have never been able to remove that inner bushing because it was a press fit from the factory that you could not beat out with a five pound hammer. It did not move and therefore, could not make any noise. So, I kind of questioned Paul Dullaerts' "fix" until I started on #13 and lo and behold! the bushing pulled out by hand, was packed solid with rust and dirt and squawked like hell. I cleaned them up, packed them with grease and Presto! no more noise. I guess that over the years rust has broken the pressed fit bond and allowed the bushing to move. This "fix" is a major job and should not be attempted unless you are a competent home mechanic.



Typical Squire SS-100 front end suspension elements

View from front of chassis



THE SQUIRE SS-100 SPRING THING FOR 2004

as mentioned in the last newsletter, has been set for the last weekend in March, the weekend of March 26th, 27th & 28th. We've had this Spring weekend every March for a number of years now and all the western owners show up with the same few owners from the East. This time we'll have an added attraction to entice you Eastern folks to come out.

Member Dave Kaufman of New Orleans (Chassis #28) is a man that had a lot to do with the history of the Squire, especially the ultimate sale of the roadsters once they reached this country. He told me years ago that he had three big boxes of material that detailed all his activities in this regard. This included copies of all the ads he'd placed in Playboy, Hemming's and Esquire and the original receipts for all the cars he sold as a result. Dave recently called me to say he's finally located these storage boxes and he's ready to share that data with us. He has read over the spotty history as we've recorded it so far and would like to set the record straight so he's agreed to join us in Laughlin next March to discuss all this and answer any questions you may have!

Now I need your help. Members Vern & Sorita Jensen have made a great deal on room rates for us at the AVI Resort but that firm needs to know how many of their rooms to set aside? So will you do us a favor and do it by return response? If you even think you will attend, let me know by email, phone or a post card so we can let AVI do their 2004 Spring planning. That does not commit you and you can cancel if your plans don't work out!

So far, those planning to attend are Blethen, Breckel, Craft, Dimond, Dullaert, Helmick, Jensen, Kaufman, Lieske, Miller, Murray, Offenberg, Spielman, Stahl & Weaver. All the western Squires will be there, parked in front of the Resort with full security and for you to admire. Since it never rains in our part of the world, we can even crawl around and under the cars to see the dozens of improvements we've made to these neat little roadsters.

And please, if you have questions on the travel details of this trip, drop me an enote at Squirepal@aol.com or give me a call at 480+893-9451 and we can discuss it.

AND ALWAYS REMEMBER

It's always easier to get forgiveness than permission.

A handwritten signature in black ink, appearing to read "Art Stahl". The signature is stylized with a long, sweeping horizontal line extending from the end of the name.