

CLBCOM 125

Squire SS-100 Registry

FEBRUARY, MARCH, APRIL - 2004

THE 2004 SPRING THING

has come and gone and was another big success, thanks mostly to members Vern & Sorita Jensen who made all the arrangements for the hotel and sponsored both a great meeting room and a memorable buffet dinner on Saturday night. This get together was so successful that we're discussing another one in the Detroit area the weekend of October 15, 16 & 17. Watch for more information on that in the next newsletter.

THE FORD C-4 AUTOMATIC TRANSMISSION

My own education continues to expand regarding the automatic transmissions that half of our Squires arrived with and it just took another giant leap forward that I'll share with you. I picked up this data from an acknowledged pro at repairing these old Ford C-4s trannys and what I'm passing along here are his opinions and conclusions.

Ron Seigerman's Chassis # 13 has been here in Phoenix for many months for a complete, top to bottom, restoration. After painting and rebuilding or replacing almost every moveable or stationary part of the car, it was time for some test driving in traffic. It didn't take many city blocks of stop and go driving to realize that there was something wrong with the way the car shifted in traffic. When shifting from park into any other gear, the tranny "grabbed" and spun the wheels. In addition, the idle speed had to be set up faster than necessary to keep the engine running. My opinion, shared by a few knowledgeable friends, said the tranny needed work.

I contacted a local man that restores old Lincolns and Thunderbirds and asked who he had do his C-4s? He directed me to a local tranny shop with the specific knowledge to rebuild these old Ford trannys. As suspected, #13s transmission was absolutely shot inside and had to have almost all the internal parts replaced. Why? Because the oil apparently had never been changed. That oil makes or breaks the transmission and he had this data to pass along.

His stringent advice is never go to a place that back flushes the tranny to change the oil. There is a natural buildup of debris inside the torque converter which holds ten quarts of oil all by itself. The backflush system washes all those particles back into the lower part of the case that contains all the easily damaged parts and causes premature failures. Actually, he said, "We love those places. They keep us in business". So, if you want the oil changed, go to a transmission shop and let them have the mess but insist they drain the torque converter manually. Or, if you're a do-it-yourselfer, he had the following to say. (Continued)

Dropping the tranny pan has been covered in earlier CLBCOMs but he expanded this somewhat. Do not buy the pan gasket set that contains both the gasket and metal filter and furthermore, do not remove the original filter because they have some very delicate torque settings that only a pro can duplicate so just leave the old one on. Insist on a cork composition gasket at least 3/16" thick and don't use gasket cement. After being sure the pan is absolutely straight, torque the bolts to 100 inch pounds, leave it sit for an hour and do it again at the original 100 inch pounds.

All that oil is a real mess but you can buy a shallow plastic tray used to mix mortar at places like Home Depot or Loewe's. After dropping the pan, remove the inspection plate at the bottom of the bell housing and rotate the engine till you note a small drain plug on the front of the torque converter. They've made that plug in both allen wrench and square nut vanities. Pull it and let both ends drain out overnight. For reassembly just reverse the process but do not use Type "F" automatic transmission fluid as stated in CLBCOM 19 and all the old, aftermarket repair manuals. The man said to use nothing but Dextron III, available at just about any parts store. That's what he uses so I'm going to take his word for it?

THE SAFETY LOCKOUT SWITCH

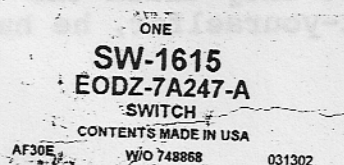
is a switch on the left side of the automatic tranny that keeps the car from starting in gear. After all these years they're starting to fail as the one on #13 did. I was able to replace it at a Ford dealer that keeps odd parts but the replacement switch will not activate the back up light as the old one did. I've duplicated the box label here and if you can't find one locally, I can pick one up and ship it to you. Price locally is \$126.00 plus tax.

DO YOU REMEMBER THE OLD STORIES

about how Ed Felbin's friend Dave Garroway and his 1937 Jaguar SS100 inspired Felbin to build the Squire SS-100? Member Paul Dullaert has located a 1955 edition of Sports Car Illustrated that featured Garroway and his SS100 and the entire article is attached here - thanks to Paul and his eagle eye.

DUES ARE DUE

If there is a return envelope enclosed, send me \$10 for the year and you're covered. No envelope means you're already paid up. I run short every year so if you're flush, throw in a few extra bucks. I can use it to keep this newsletter going.



NOVEMBER 1955

SPORTS CARS ILLUSTRATED

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id K

**SKODA STEAL!
IRON CURTAIN CARS
FOR U.S. CHEMICALS**



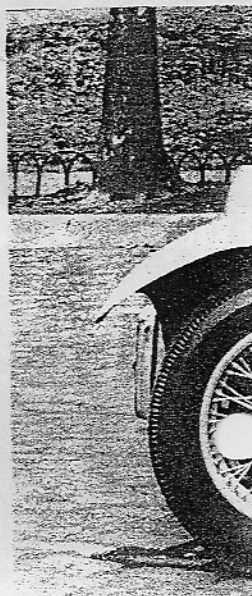
Dave Garroway Chooses:

THE MOST BEAUTIFUL SPORTS CAR EVER BUILT

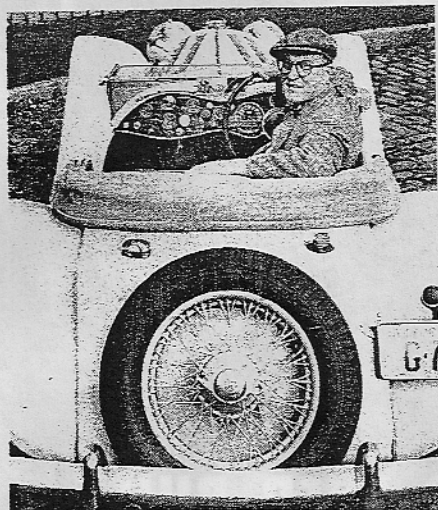
Dave Garroway chooses:

**the
most
beautiful
sports car**

By DAVE GARROWAY



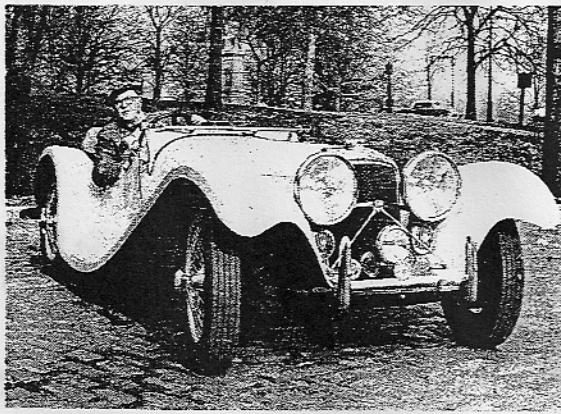
Capped and jacketed for action, Dave Garroway sits at the wheel of the sports car he prefers.



WAY back in the days when Fords were selling for \$700, two British companies combined forces to produce what to me is the most beautiful sports car in the world. Standard Motor Co. and Swallow Sidecar Co., called their offspring the SS100 and restricted production to just 1,000. This happened in 1937. Right now I couldn't tell you where 999 of them disappeared to—but you'll find one of them stashed away in my own garage. It's my most precious material possession. I've owned this forerunner of the Jag since 1947—raced it at Bridgehampton in 1950-51 and at Watkins Glen in 1949-50. And I consider it the most perfect example of the pre-war classic sports car.

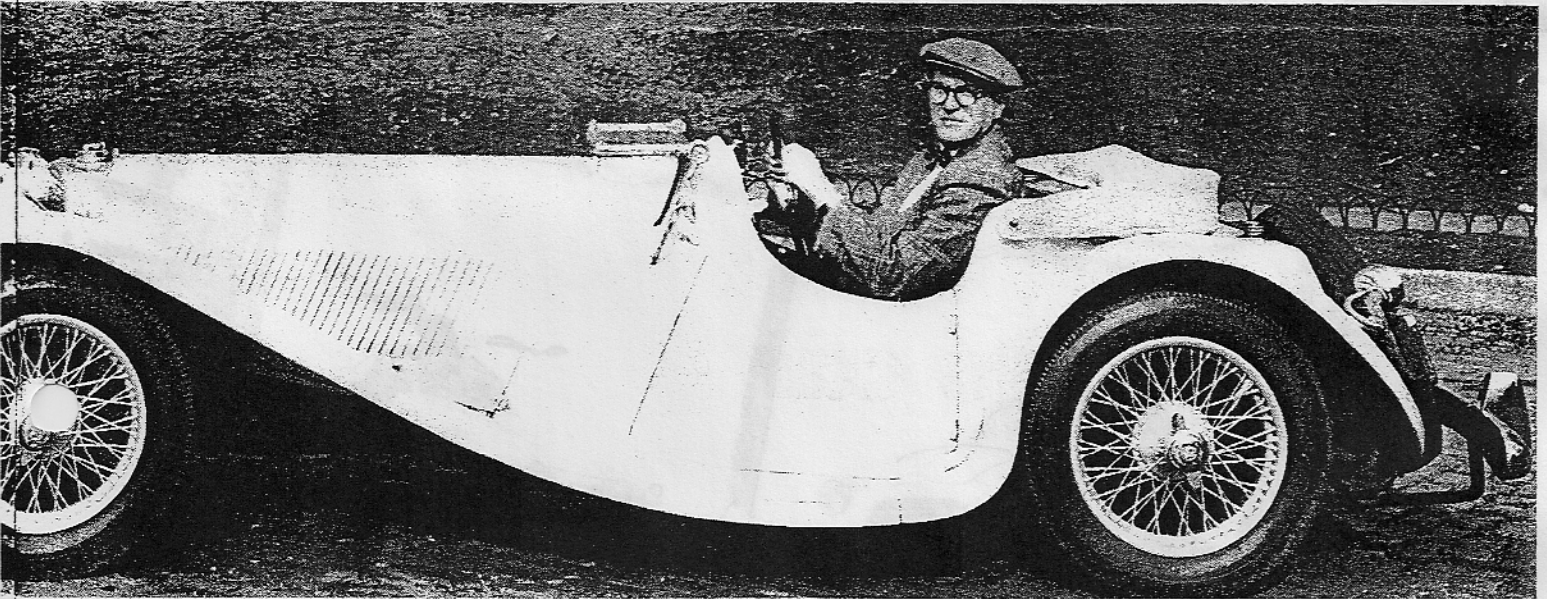
The SS100 originally had a 3½ liter Standard engine with very good low speed torque. It dropped off sharply after 4,000 rpm. However, a few years ago I blew out this powerplant while tearing off a few rounds at the Studebaker proving grounds. I guess the old boy just collapsed from over work—it'd been bored to the nth degree.

So, I replaced the engine with a younger version—the first XK120M job ever sold independent of the car.



One of only 1,000 built, Dave's SS100 now has a new XK120M engine instead of the original Standard.

Most beautiful chassis lines ever built belong to this fabulous forerunner of the Jag, according to Garroway.



How does it compare with the Standard? Well, it has less low speed torque but peaks at higher speeds. And I find that it stacks up against other XK120's, even though the old chassis is built for style as well as speed. I have better acceleration than the XK120 up till around 50 mph. Then, the streamlining of the newer Jags takes over and I eat dust.

But I don't really care—I see more of the countryside.

My 118 mph. top speed isn't anything to be sneezed at in any event. And I've got those beautiful chassis lines as compensation.

The car isn't too gimmicked up either—just an alligator-skin upholstery job. Oh, yes, I do have a policeman's whistle attached to the air pump. It drives cops crazy.

Only one thing wrong with this king of them all—and I've got to admit it. The car has a slight tendency to suddenly face north on south bound tracks.

So, it spins like a top. But, spin and all, I'll take it over any sports car you can name.

Rant and rave all you want, Bugatti lovers. I'll stick by my SS100—the most beautiful sports car ever built.

—☆—

Oops! She spins just a little. Well, perhaps more than a little. But Garroway still thinks she's the greatest.

