

CLBCOM 126

MAY - JUNE, 2004

Squire SS-100 Registry

CHASSIS #19 IS RELOCATED

In Clbcom 113 we reported that we'd heard that founding member John Fulton had passed away in Denver and that's all we knew at that time.

We've just been contacted by a fellow in Washington state that has inherited John Fulton's Squire SS-100 and it's now located way up there. So, say hello to Michael @ Maureen Allen, 10006 181st Avenue Court East, Bonney Lake, WA 98390-7145, Area 253+826-3233.

Mike Allen and John Fulton met while working together at Martin-Marietta in Denver in the early 1980s and although going separate employment ways over the years, had remained close friends. By September of 2001 John knew he was very ill and asked Mike if he would take the Squire SS-100 on his passing and take care of it and that's just what happened, but not until Mike went thru all kinds of problems with the will, probate and a couple of greedy people that tried to milk the estate. Mike has had the roadster moved up to Washington and will upgrade and enjoy driving the car.

TECH-TIP -- SPOKE PROTECTORS

For years we could buy a three inch wide spoke nipple covers that fit inside our wire wheels between the wheel and the innertube to prevent chaffing. These are getting difficult to find and when you do, they're expensive. Jim Judd at British Wire Wheel tells us you can accomplish the same thing by buying 1" wide, 10 mil thick PVC black tape at a plumbing supply house. Wrap two layers around the circumference of the inner wheel to achieve the protection you need.

SQUIRE SS-100 TURN SIGNALS

are beginning to wear out, especially the left turn portion and that makes me believe that we make more left turns than right? Anyhow, while working on the Seigerman #13 I had to remove both the steering wheel and the hub below it. The hub is made of aluminum and before putting it back together I noted that the two pyramid shaped bosses on the bottom side were rounded down so that they no longer canceled the activated signal when coming out of a turn. So, what the hell, I decided to fix them. I mixed up some J-B Weld and built up both bosses. I didn't get enough on the first step so after hardening, I applied a second coat. Later I shaped them with a small, fine file and the turn signals now work just fine. I used J-B Weld for the buildup because that's what I had handy but I suspect you could do the same thing with a two part epoxy?

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This is not a difficult procedure and most home mechanics can do it easily. First, disconnect the battery so the horn does not keep beeping away at you. Next, pry out the horn button with your fingers, disconnect and remove it. Now you need a ratchet, short extension and either a 24mm or 15/6" deep socket to remove the nut holding the hub to the steering column. If the steering wheel has not been off since Italy you may have to douse it with penetrating oil overnight?

At this point you can either leave the steering wheel on while you work but I think it's easier to remove the wheel from the hub. To do this, remove the six metric allen bolts and separate the two parts.

Whether you use J-B Weld, epoxy or some other build up material, don't get in a hurry. Let the material harden properly so you can work it into the shape you want. And, if the turn signal still does not cancel properly, do it again. That's what I had to do. Member Emeritus Bill Lieske has provided us with yet another drawing to help you along with this project and it's included with this letter.

A FALL MEETING IN MICHIGAN

is now a fact and we hope you'll plan to be there with us? The get together will be the weekend of October 16 & 17 and sponsor Tim Wiegand is counting on beautiful Fall weather and the leaves in full color? We'll have the four local restored Squire SS-100s there for sure - Dullert #35, Fox #7, Michel #6 & Wiegand #3, and we're hoping for a few more? In addition, lots of members have already said they'd be flying in to enjoy the fun events being planned. What events?

Saturday the 16th will be spent at Tim Wiegands for a seafood cookout and a day going over the Squires present. We'll be installing a pair of torsion bars on Tim's Squire and workshops on whatever you have questions about? Many of the members attending have rebuilt their Squires from the ground up so make a list of the questions you have and we'll do out best to answer them. It'll be a full day at Tim's and nobody goes away hungry but we will be chipping in for the cost of the food. I'll also be bringing along the new style Intermeccanica grill badges and Intermeccanica and Squire SS-100 Registry cloth patches for those that had not ordered them earlier.

Sunday is set aside for something many, if not all of us have always wanted to do. The plan is for the group to drive to Dearborn and spend the day at Greenfield Village at The Henry Ford Museum.
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We'll have final details in the next newsletter but the present outline is;

Most of us will arrive on Friday the 15th. The airport is on the south side of Detroit and Tim lives north in Harrison Township. No way to avoid Detroit traffic because you have to drive north on Interstate-94. Exit I-94 at the Roseville exit and Tim has given us a list of motels there that are just five or ten minutes from his house. Here's the name, address and toll free numbers, all in Roseville, MI.

Baymount Inn - 20675 13 Mile Road - 866+999-1111 - \$75 per night.

Holiday Inn Exp - 31900 Little Mack Road - 877+531-5084 \$70 per.

Red Roof Inn - 31800 Little Mack Road - 800+733-7663 - \$62.00 per. Tim says the Red Roof has been there awhile and may be a little over the hill?

As stated, we'll have more in the July-August newsletter but things to think about in your planning are:

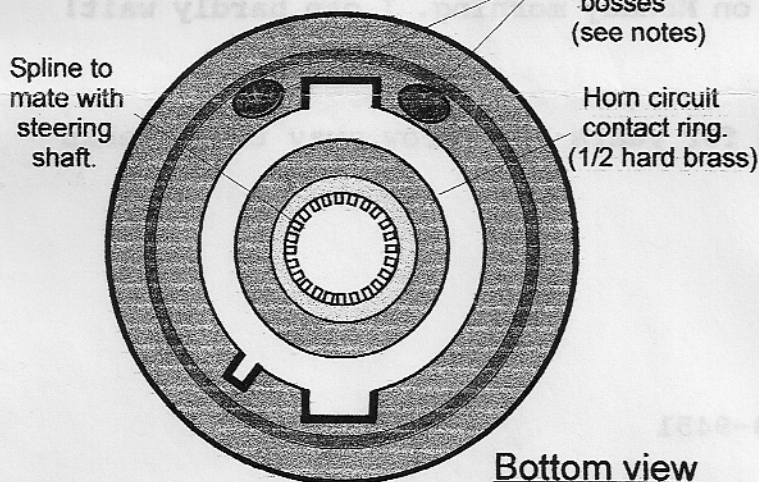
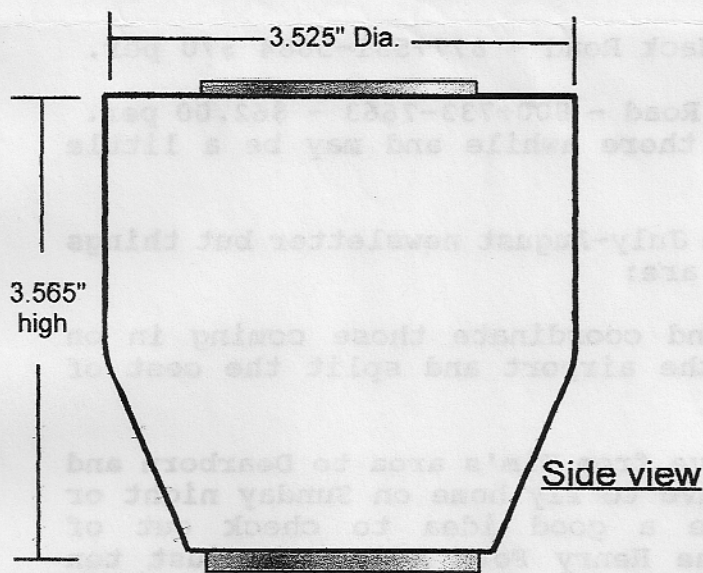
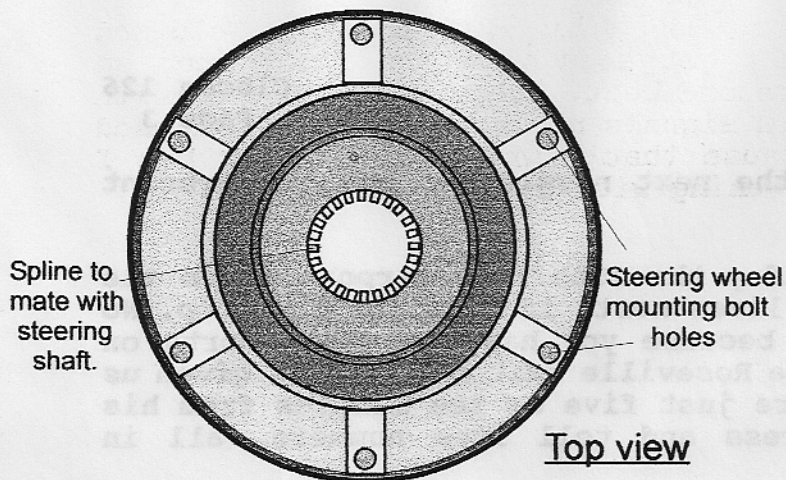
If you're flying in I'll try and coordinate those coming in on Friday so a group can meet at the airport and split the cost of cars or even a van?

On Sunday it's a pretty good drive from Tim's area to Dearborn and The Henry Ford Museum. If you have to fly home on Sunday night or early Monday morning, it'll be a good idea to check out of Roseville on Sunday morning. The Henry Ford Museum is just ten minutes from the Detroit airport so that'll be convenient. Otherwise, we'll all go back to the north side for a parting dinner on Sunday night and head home on Monday morning. I can hardly wait! More later -

AND ALWAYS REMEMBER -

Junk is something you've kept for years and throw away three weeks before you need it.

Art Stahl - Phoenix - 480+893-9451



This information sheet provides details of the SS-100 original steering wheel mounting hub as provided by Intermeccanica. The part was apparently made for Intermeccanica or another Italian auto manufacturer specifically to match the steering wheels supplied as OEM parts. The name "FUSINA" can be found inside some of the hubs, suggesting an original maker of this part and the steering wheels.

Problems that have developed after years of usage and/or neglect includes (1) failure of the little "bosses" (as shown) due to wear such that the turn signal lever will not cancel in one or either direction and (2) wearing out or severe damage to the horn contact ring as the result of the original lubricant drying out, hardening or from dirt and dust collecting in them.

The bell shaped body of the hub was cast from aluminum or pot metal. Six tapped screw holes mount the originally OEM steering wheel. It is noted that a number of Squires have been fitted with inlaid wood or other racing style type wheels, with suitable adaptors made to facilitate mounting them, as required.

Note that the turn signal cancelling 'bosses' in several Squires have worn to the degree that it is necessary to build up the worn areas with plastic such as J-B WELD, or industrial grade epoxy and carefully smoothing them to work freely. If done carefully this fix can last for many years and many miles of driving.

For the worn or damaged horn ring there have been replacement parts made from "1/2 hard" brass sheet stock. Usually the matching contact part in the upper steering column is also bad and must be re-fabricated.

If you accomplish these repairs, or have a specialist do them for you be sure that a high grade of long lasting lubricant is applied to the brass surfaces and on the turn signal lever and cancelling bosses.

This Squire SS-100 bulletin was prepared by Bill Lieske (one time owner of #44) as prompted by Art Stahl, King of Squire Fixers.

May 12, 2004

Squire SS-100 Steering Wheel Mounting Hub Detail