



CLBCOM 127

JULY - AUGUST, 2004

Squire SS-100 Registry

THE SQUIRE SS-100 DIFFERENTIAL

As we slowly and sometimes painfully have found out over the years, our roadsters drive train and most of the suspension are American Ford but not all from the same Ford models! When someone asked me what model they should use to replace this or that on their Squire, I always felt safe to tell them 1972 Ford Maverick. Not so, we have found out more than once -- and it's just come up again while working on Member Paul Helmick's # 44.

A few months ago Member Cal Morgan was replacing the rear brake shoes on his # 21 and used the '72 Maverick callout to order them. But, when he compared the new ones to the ones he was replacing they were 1/4" narrower. After a lot of fooling around he discovered the 2" wide brake shoes he needed actually were made to fit the 1969 Mustang.

That reminded me that some years ago a street rod enthusiast that happened to look under my Squire remarked that he was positive our cars came with a 53" wide axle width and a 9" differential (aka the rear end) that Ford introduced as a beefed up unit to support the addition of bigger V-8 engines to the Mustangs. That was again proven true when Jim Dimond had to replace a bent axle half and found the Maverick axle did not fit but the '69 Mustang one did. So, when ordering parts for any part of the differential on your Squire SS-100, the correct callout is 1969 Mustang.

TECH TIP - SQUIRE BRAKE LIGHT SWITCH

The small click switch that Intermeccanica installed on our cars in Italy work well for the most part but when they fail or need adjustment they are in a very difficult spot to work in back of the brake pedal. Member Tim Wiegand solved this by installing an in line, hydraulic switch which solved the problem nicely. Tim had the following to say. "These switches work like a champ - and what a walk in the park to install. All together start to finish, under an hour including bleeding the brakes. I picked up everything I needed at a couple of auto parts stores and one of the guys said they sell the entire kit at local hot rod shops for around \$15. The switch is just a 'T' fitting with nuts and ferrules. You cut the line wherever, slide the nuts and ferrules over the two ends and tighten them into the 'T'. Then screw the hydraulic switch into the top and give it a quick bleed. Then one wire comes from stop light circuit and the other is direct, unswitched hot and you're done." Simple, huh?

THE SQUIRE SS-100 FALL MEETING IN DETROIT

is firmly in place and will be held as announced on Saturday and Sunday, October 16 & 17 but with most members arriving in Tim Wiegand's part of town on Friday the 15th. I had attached a list of motels and restaurants to the last newsletter and Paul Dullaert has just sent me the following: "For those who are in the area on Friday night and are wondering where anybody else is, Jan and I will be having supper starting sometime between 7:00 and 8:00 PM at the Outback Steakhouse in Roseville. It is at 28850 Gratiot Ave. near the intersection of Gratiot and East 12 Mile Road. Phone 586+775-4329 or ask your motel desk for driving directions". The editor suggests that you remove the attached map and copy these notes to bring them along on the trip to Detroit.

For those flying in, Southwest Airline is your best bet moneywise and Bob Murray will be putting together a list of arrivers who want to share the cost of a rental van for the forty mile trip from the airport to Tim's end of town. If you're interested in splitting the ride with Bob, plan to arrive late afternoon of Friday 10-15 and email Bob at: bob-murray@earthlink.com or call him at (home) Area 919+529-0345 or (cell) Area 919+614-4018.

We will devote Saturday early to a demonstration of torsion bar/bushing installation and ride height adjustment. There'll be folks there who have solved most of the problems our roadsters arrived with so if you have questions, note them down and ask. We'll do our best to answer them. If time permits, the Fall colors should be prime and a Leaf Peeper drive along the lake could happen?

Host Tim Wiegand will be cooking up a seafood dinner for Saturday and a head count will be helpful so if you're planning to attend, please tell him so at: twiggs@wowway.com or Area 810+790-1036. We'll be chipping in for food and if you'd like beer or wine with your dinner, it'll be a BYO. Any more questions, call me at 480+893-9451

CHASSIS #38 IS LOCATED

After all these years it's hard to believe that we're still locating them but Carl Cerbone of Parsippany, NJ found us on the internet and he's owned #38 since 1972. It's white with an automatic transmission and only 6,000 miles on the odometer. That's 44 we've located and six to go -- and we may still find them all?

I'll be in Detroit next month and hope to meet up with you there?

AND ALWAYS REMEMBER

We are born naked, wet and hungry - and then things get worse!