

Squire SS-100 Registry

CLBCOM 132

JULY - AUGUST, 2005

THE SQUIRE SS-100 GAS GAUGE

is a subject I should have discussed before. Why? Because I've just had emails from Paul Dullaert (# 35) and Jim Fox (# 7) received about a week apart and reporting that they had run out of gas in their Squire SS-100 and after checking with one of their handy Arthur's Absolutely Accurate Gas Gauges they found that they really had a gallon of gas left in the tank. Guess I should explain why for the rest of the membership - that is, if your original gauge works at all?

When Intermeccanica built our roadsters in Italy they used both a Jaeger-Italia sender and receiver. The sending unit they used must have been designed for a much shallower tank so Ed Resiner neatly solved that problem in typical Intermeccanica fashion. They welded on an additional 4-3/4" to the bottom of the pick up tube. That, however, was still an inch or so short of the bottom of the tank and it's a good thing. Why, again? Because they did not install the standard micro mesh wire 'sock' on the bottom of the pick up tube and over the years these tanks have accumulated an incredible amount of debris laying on the bottom and without that filter sock, it'd not take long to pack that tube with gunk and plug off the fuel supply.

While on the subject, I have pulled and cleaned the gas tanks on a half dozen Squires that I've worked on and have actually had tanks remade for three more. I've written an article on how to remove and clean your tank and have just submitted it to Paul Dullaert for checking before I include it in a later newsletter. Paul will check the article for accuracy when he pulls and cleans his tank next winter. However, should your tank have to come down before that, let me know and I'll mail you a copy in advance.

WIRE WHEELS

I guess there's nothing much prettier than a perfectly clean set of chrome wire wheels. I do my best to keep mine that way and on a trip with Jim Dimond in my Squire, he spent most of his time admiring the way my wheels glistened in the store front windows we passed. Our wheels, adapters and knock off wheel nuts are probably the single most expensive replacement item on our cars and they deserve some TLC once in a while. I have written in the past about the importance of treating the surface between the wheel and spline drive with a good grade of anti-seize lubricant and that should be checked once a year or so. However, lets just talk about wheel maintenance here.

Jim Judd at British Wire Wheel in Fresno, California is a supplier and about as knowledgeable on wire wheels as anyone I've talked to so far. BWW sells exact replacements for our Dunlop 15", 72 spoke wheels except that they furnish Dayton brand wheels which have chromed rims but polished stainless spokes which I consider a distinct advantage considering rust. These Dayton wheels also have a safety bead for tubeless tires and for a slight additional charge they will seal the internal nipples so you can run these replacement wheels without tubes. (Continued)

Sid Weaver bought that particular combination of tubeless Dayton wheels when he restored his # 42 and is very happy with them. I also bought new spline drives with true hammer type knock off's from BWW and am just as pleased with them. You can pull up the computer catalog for BWW by using: www.britishwirewheel.com or you can call them at 800+947-3943 and request a printed catalog. In their catalog under "products" they carry some wheel cleaning acid that Mr. Judd claims is the best stuff that ever hit the market. I use something similar and it works great on mine.

Now, moving on to maintenance, Jim Judd also gave me the name of a small independent shop that is a full service shop for repairs and other items on wire wheels. The name is J.B.s Wire Wheel, 1770 Jose Avenue, Santa Cruz, CA 95062 - Phone 831+465-0617 and ask for John Blake. Current pricing is \$25 per wheel to true the wheel plus the cost of spokes if he has to replace any? He will also clean each wheel for an additional \$15 per wheel. So, if you're installing new tires and the dealer tells you he cant balance them because they wobble to much, have the tires dismounted, box the wheels and ship them to John Blake for truing. Two of Mark Offenbergs wheels from # 46 are there as I write this and for that reason. My local tire dealer simply could not balance them.

Finally, in a phone conversation with John Blake, I asked about the possibility of sealing our present wheels so we could run without tubes in the tires? He had the following to say and I present this as his comments and not mine.

Newer wheels than ours have a metal bead inside called a 'safety bead' that keep the tire from departing the rim but that's mostly for tires that are running with extremely low pressure or for race cars that are taking very sharp corners at very high speeds. Any wire wheel has to be sealed internally around the spoke nipples so the air won't leak past them so as to run without tubes but according to John Blake, once the wire wheel is sealed we can run our wheels without tubes as long as we keep the air pressure over 30 pounds and don't try cornering at high speeds. I would try this myself except that I've just installed new tires and tubes and it'll be a long time before I'm ready for that next adventure -- but I'd sure like to hear the results from anybody that decides to adopt this tubeless procedure.

And by the way, if you have a flat with your tube-in tire and have to repair it or are replacing tubes, you can buy that special tape to wrap around the wheel interior to protect the tube from chaffing against the spoke nipples from BWW, also listed under Products in their catalog.

THE SQUIRE MACGREGOR CONVERSIONS

We've not mentioned these in a long time and for the newer members, I've included an original, very rare brochure copy with this newsletter. When Dave Kaufman took over the sales for the Squire SS-100 he sold a number of them to a company in Brooklyn, NY named MacGregor. That firm is still in business on Long Island but now produce stretched limousine conversions.

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We have always wondered just how many of the original Squires were converted to the simulated trunk, exhaust pipes and fender mounted spare were actually produced but have never been able to find out despite the fact that one of the current principals attended one of Mark Offenbergs outings a few years ago and promised to get back to me - which he never did despite me writing to him a few times.

We have now located forty five of the fifty Squires produced in Italy and the only MacGregor we know of for sure is John Sullivan's # 4 in Massachusetts. Ben Cunningham's # 16 in Florida was a MacGregor but he converted it back to straight Squire when he restored it a few years go. We had suspected until recently that Don Dewrell's # 45 also in Florida was a MacGregor but have just firmly established that it is not. So, unless one of the missing five Squires turns out to be a MacGregor, they only produced two and John Sullivan has the only remaining one. Quite a rare car now.

FORD PARTS IDENTIFICATION NUMBERS

Here's another Squire misinformation story exposed. For years we've repeated what we were originally told about our engines, that they were a special industrial version of the Ford six . What a crock! By using the FordSix handbook mentioned in the last newsletter, I looked up the ID numbers that are stamped on every part that Ford makes and tells you from which year and model. The number on the rear of the intake manifold is C9DE. The "C" means 1960. The "9" means 1969. The "D" denotes that it was made specifically for the Ford Falcon and the "E" just means engine. So, the series tell us that the heads were made for the 1969 Ford Falcon.

The number on the lower right rear of the engine block is D2DE which tells us the block was made for the 1972 Falcon but the second "D" tells us the rear bolt pattern is designed so that it will accept the bell housing for either the C-4 automatic tranny or the Borg/Warner four speed manual tranny. All these parts are designed to bolt together so our engines are a mix/match of 1969 and 1972 Ford Falcon engine parts.

ED FELBIN

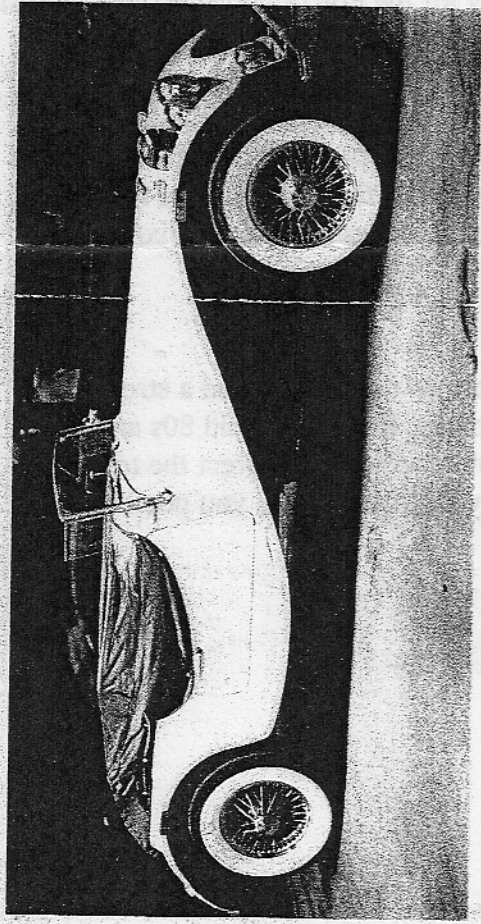
is the father of the Squire SS-100 and we've just been informed that he suffered a stroke in Philadelphia last month but is hopefully on the way to recovery. Ed is in his mid 80s and one of our goals is to have him record the true story of our roadsters so we can correct the tons of misinformation that we've been given over the past thirty years? We'll keep you posted on that one.

AND ALWAYS REMEMBER

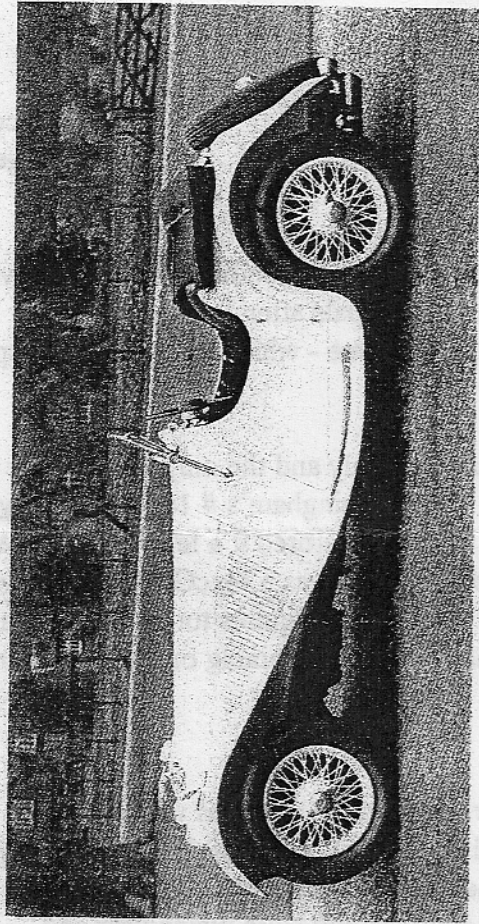
We are born naked, wet and hungry -- and then things get worse.

The Jaguar SS100

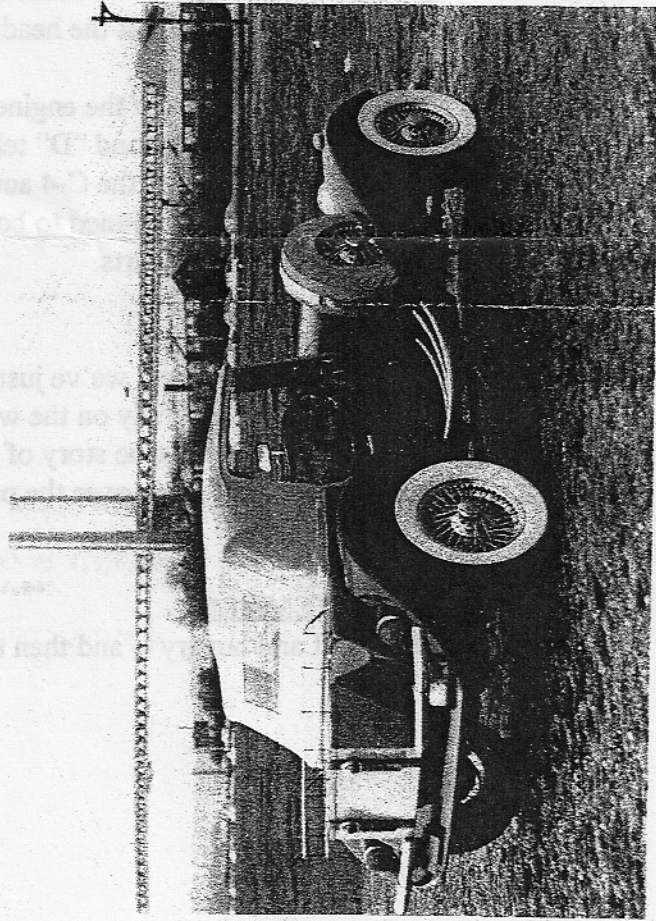
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"SQUIRE SS100" AS IT IS



"1938" AS IT WAS



"SQUIRE SS100" MODIFIED BY

MacGregor's