



Squire SS-100 Registry

FEBRUARY 22, 1990

is the day I purchased my beat up Squire SS-100 from a man who had found it for sale in Mountain View, Arkansas, rented a U-Haul trailer and hauled it all the way to Tempe, AZ. He had purchased it thinking it was a kit car and called me for advice on putting it back in shape. He eventually decided he was in over his head mechanically and that's how I got it. I placed an ad in Hemming's from which I located Ed Spielman and John Fulton and another man who had just sold his Squire to Rick Pompilii. From them I found out about Intermeccanica and only fifty had been made in Italy and from that, decided to try and locate the rest of the cars and the Registry was born. Now, 16 years later we're still at it and still discovering ways to improve these one-of-a-kind roadsters.

We have restored ten Squires for other out-of-state owners here in Phoenix and at the moment we're helping Chuck Blethen finish Chassis # 8, are just about to complete Mark Offenbergs # 46 and ship it back to him in New York and are also working on all the exterior parts from Don Dewrell's # 45 before we return them to him in Florida. Those of you on Long Island, NY get a break with a man who calls himself "Squire East". He is Ron Langdon of Langdon's Automotive in Freeport and at the moment he's rebuilding the entire front suspension of George Boulukos Chassis # 14. In that endeavor the saved Squire parts pile in my shop attic once again came to the rescue and for just the cost of shipping, we were able to replace the torsion bars on # 14 and saved George more than a few bucks in the process. All these efforts over the years have created the Parts & Repair manual and that shared experience have really helped individual membership do-it-yourselfers save a lot of money and parts search efforts. I suspect that these articles can be pretty boring to the non-mechanical members so with apologies - I'm about to do it again.

REMOVING THE SQUIRE SS-100 GAS TANK

This is written assuming you're doing the job at home and from the garage floor? You will need a floor jack and two adequate jack stands. Gasoline is both heavy and dangerous so it's best to empty the tank as much as possible before beginning. There is a drain plug in the bottom of the tank but if yours is not leaking I suggest you use the hose and yuk-in-the-mouth system and syphon it out. The job is also a lot easier if you also have an extra pair of hands to push-pull and help with the cussing. It's also a good idea to soak down every nut and bolt involved in the project with a good penetrating oil, once a day for a week before the planned execution date.

First, remove the gas cap and just loosen the rear wheel nuts. Next, the tail pipe is always in the way so it's necessary to remove it. Best way I've found is to drop the rear hangers and after removing the two nuts holding the header pipe to the exhaust manifold on the engine, pull the entire assembly out from the underside of the car. Now you're ready to elevate the car.

Place your floor jack under the differential and elevate the car fairly high. Raising your jack stands to their highest position, place them under the frame rails on either side of the car but in front of the axle assembly. (Continued).

Next, drop the jack low enough to just put the weight of the body on the jack stands but leaving the axle assembly still supported by the jack. Now is the time to remove the wheel nuts and wheels and set them aside. With the rear assembly still supported, remove the two nuts and bolts retaining the rear of the leaf springs in place. There is no tension on the springs so a spreader is not required. Next, remove the nuts on the lower end of the rear shock absorbers while leaving the shocks in place. Now gently lower the spring/entire axle assembly so the tank will clear the differential housing when you remove it. There is a brake hose connecting the two hard lines just in front of the differential. It will not support the weight of the axle assembly so it'll be necessary to place blocks under the brake drums and the floor before that hose reaches it's limit. Once it's lowered you can remove the floor jack from under the axle assembly.

You are now ready to loosen and lower the tank. Two men can lower the empty tank by hand but if you're working alone, to accomplish this I made a tank brace out of 18" of 4X4 with a 1" wide by 1" deep hole drilled in the center of the support to accommodate the drain plug. Get the brace and floor jack under the tank and jack it just high enough to support the tank. (CAUTION! Do not exert excess pressure here. The tank is made of galvanized steel that's been soldered together and too much pressure can rupture the seams). Once the tank is supported, remove all four nuts holding the two bottom tank straps and set all aside. Now gently lower the tank till you can reach in and remove the two hoses from either side of the tank. Also remove the two wires from the gas gauge sending unit after marking them as to which post they were removed from? I did this by marking both one post and connector with a red felt pen before removal. You can now wiggle the tank from under the car.

If you are pulling the tank to clean it you need to remove both the breather from the passenger side and the sending unit from the driver side. The heavy warning here is that the posts holding the lids in place are also soft soldered in place and excess pressure can twist them off so a lot of caution and patience is indicated here. My advice is using a soft brass brush, clean the exposed threads as much as possible and then soak down the studs with penetrating oil for up to a week, cleaning the threads again between each soaking. For nut removal, do NOT use a deep socket but a 7 MM open or box end wrench. Bring the nut up slowly a thread or two at a time then backing the nut down again and reclean the area just exposed with the brass brush until the nut finally comes off. Haste is the enemy here and you'll really regret it if you twist one of these posts off.

You can clean the tank expensively by swishing it with gasoline before turning it upside down to dump it - or, doing the same thing with water and letting it dry in the sun for a few days to thoroughly dry it out. Before reinstalling the tank check the cushioning material on the four tank straps and replace if necessary. This material prevents metal-to-metal chaffing and is important. Also replace the soft hoses between the tank and the hard lines.

In the next exciting issue of this newsletter we'll detail sending unit problems and possible solutions?

12 VOLT DC IMPACT WRENCH

Member Paul Dullaert (Chassis # 35) recently wrote with the following.

"I'd like to recommend this tool to owners who work on their own cars. I have this item from JC Whitney and it has saved me a lot of time and frustration since I've had it. It's Whitney's Item # ZX815827T @ \$69.95 and you can reach JC Whitney at 800+529-4486 or www.jcw.com

Soak a rusty nut with penetrating oil (the best I've found is RelaeaseAll) and then give it a few whacks with this thing. You can switch the wrench back and forth from loosen to tighten and use it with some wire brushing to work a stuck nut back and forth till it comes off? With long leads on it you can get to anyplace on the car with it once clipped to the cars battery. Many of us don't have an air compressor for a conventional impact wrench or even an acetylene torch so this is the next best thing without a large investment".

Thanks for the tip, Paul, and that leads me into the next subject which is -

SQUIRE NUTS & BOLTS

One of the major Intermeccanica faults is the almost dead soft hardware they used to assemble our cars. That may have been because of a production cost factor but whatever the reason, it makes for a real problem 35 years later when trying to disassemble one of these things, especially one from a coastal area like Don Dewrell's # 45 which I'm working on at the moment. In his case, virtually every nut and bolt sheared off on attempted removal, causing many extra hours of drilling out, tapping, grinding and welding in or on replacements. So, even if you do remove a nut or bolt without shearing it off, I'd recommend replacing it with Grade 8 or even better, stainless hardware. You'll get the cost back later.

IT'S TIME TO COVER THE COST OF THIS NEWSLETTER AGAIN

and many of you have paid in advance so you can ignore this. However, if there is a postage paid return envelope enclosed with this letter, it'll take \$10 to keep you current. Make your check out to Arthur Stahl and send it along -- or better yet, double or triple it up and I'll keep track of it here. And if you wonder where the money goes, it takes eight of you just to pay a years postage and there's printing cost, stationary, envelopes, labels, cartridges and on and on. With inflation, believe me when I tell you you're getting a real bargain!

FINALLY

Ed Spielman reports that he talked to Squire SS-100 founder Ed Felbin in Philadelphia who is recovering from a stroke and after many weeks of therapy, is doing very well. Great!

AND ALWAYS REMEMBER

Baseball rules are wrong. A man with four balls cannot walk!

SQUIRE SS-100 REGISTRY
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Yellow - Manual
S/N 11041545

White - Auto
S/N 11021525

White - Manual
S/N 11034525

Silver - Manual
S/N 11046545

White - Manual
S/N 11029525

Yellow - Manual
S/N 11047545

Red - Manual
S/N 11048545

Silver - Auto
S/N 11013525

Red - Manual
S/N 11032525

Red - Manual
S/N 11050545

Red/Nutmeg-Manual
S/N 11004545

Silver - Manual
S/N 11017525

White - Manual
S/N 11049545

Green - Manual
S/N 11042545

Silver - Manual
S/N 11016525

Red - Manual
S/N 11003525

chassis	State	Owner	Chassis	state	Owner	Chassis	State	Owner
01	PA	MIGDON	17	NY	TAULER	34	NC	MURRAY
02	FL	CUNEO	18	AZ	JENSEN	35	ON	DULLAERT
03	MI	WEIGAND	19	WA	ALLEN	36	?	?
04	MA	SULLIVAN	20	AZ	BRECKEL	37	PA	LEONE
05	NY	HANDLE	21	NC	MORGAN	38	NJ	CERBONE
06	MI	MICHEL	22	NY	HANNAN	39	MD	CRAFT
07	MI	FOX	23	NY	CACCESE	40	?	?
08	AZ	BLETHEN	24	NJ	COVIELLO	41	CA	MILLER
09	TN	FREEMAN	25	?	?	42	NM	WEAVER
10	MD	EDMANDS	26	NJ	COPPOLA	43	TX	MACIAS
11	TN	FREEMAN	27	?	?	44	NM	HELMICK
12	NM	BALLARD	28	LA	KAUFMAN	45	FL	DEWRELL
13	NY	SEIGERMAN	29	NY	O'KEEFE	46	NY	OFFENBERG
14	NY	BOULUKOS	30	GA	BOLES	47	MO	O'KEEFE
15	PA	FELBIN	31	?	?	48	PA	POMPILII
16	NC	WHEDBEE	32	CA	SPIELMAN	49	AZ	WALTERS
						50	AZ	STAHL