

SQUIRE SS-100 CLUB

CLBCOM 14
AUGUST 1991

Exciting news this month, at least for Jean and I. A friend of ours is retired from Garrett Aircraft and these fellows get wind of 'good deals' from time to time. Qantas is taking delivery of a brand new 747 from Boeing and on these maiden flights they load the plane with technicians from the various suppliers to check out the systems. Whatever seats are left over they sell at bargain prices. We are going to fly from Phoenix to Sydney and return, with a three day layover in Hawaii, for \$800 each. Cant beat that!! While there we are planning to fly down to New Zealand and do both North and South Island by train or bus so we'll be gone the entire month of September. I'm hoping that Ed Spielman can do Newsletter 15 for Sept. but he's pretty busy hammering out scripts and I hate to ask another farmer to milk my cows on his day off. So, if there's no letter in September --- that's why.

Ed Spielman has once again talked to Paula Reisner at Intermeccanica in Vancouver and they discussed the VIN number mystery. Here's how it works. The first three numbers, 110 - just mean that the car was manufactured by Intermeccanica International in Italy. The NEXT two numbers are the manufacturing sequence, thus, Lee crafts car is #39, John Fultons car is #19 and so on. The last three numbers she thought were the color and (?) equipment. You have to remember that she has no records anymore and is doing all this from memory. We're lucky to get this much. As a matter of interest, I'm going down to the Arizona DMV and see if I can get them to run a reverse title search so I can attempt to find the correct VIN number. It's worth a try.

Had a call from Tim Sharon in Los Angeles. He and a front end guy were trying to straighten out one of the front "A" arms where a bushing has wallowed out the arm. They were digging around in a box full of Pinto arms trying to find one that fit - and could not. I told Tim that to the best of my knowledge, all the Ford parts on our Squires are from early '70s Ford Maverick's. He is going to let me know what worked so I can pass it along. Which leads me to the next subject.

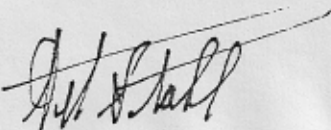
Had a nice note from John Fulton and one of his comments is that he would like to take the parts numbers, Ford and/or NAPA, that have appeared in the prior thirteen news letters, and start putting them in some kind of order that makes sense. That would also include "How to" comments from various members. Great idea, John. We can sure use it.

One maintenance tip that I've been meaning to pass along for months is this: When you slip your wire wheel back on to the drum mounted spline drive, those splines should be lubed with a heavy, black heat resistant grease. That's great for the wheel but on hot days the grease softens and migrates past the spoke termination inside the hub and travels out the spoke for a few inches. What a mess!! However, I have found a goof-proof way to fix it. Remove the wheel from the car and wash down both the spokes and the inside of the hub with any good solvent (Kerosene, Stoddard Solvent - anything but gasoline) until you can see no more grease. Next, wash off the residue with a bottle brush and hot water and dishwashing detergent. After it is good and dry take a tube of silicone, I prefer GE Silicone 2, in an application gun and put a gob on the base of each spoke inside the hub and push it in a little with your finger. Let it dry for an hour and remount the wheel. All in all quite a bit of work but the last time you should have to do it.

Yet another tip I just invented. A while back I mentioned a gap in the firewall that emitted hot and cold air. (Clbcom 11, Page 2, Para.2) Since then I discovered that when you remove the leather kick-panel between the door and the firewall, guess what? You are looking right down at the pavement. Neat, huh? No wonder I was dying in the summertime! It would not be practical to stuff all these holes with foam rubber. That would soak up moisture and create instant rust and mildew. Then I remembered polyurethane foam and it worked great. The brand I used was Touch'n Foam from Ace Hardware (About \$7.50 per spray can). Remembering that both my dash and heater were out of the car, I filled up the 2" gap that runs the entire width of the car between the cowl and the firewall and it is now set up so hard that it no longer allows any side-play and there was plenty of that before. Same with the space behind the kick panel, just fill it up with foam - which brings on a small word of caution. The foam swells like crazy as it leaves the can so I suggest you experiment a little on with a couple of small cardboard boxes before you start on your Squire. When cured, the foam is both air and watertight and bonds like super glue so be sure and put it where you want it and dont use too much.

Just recieved John Fulton's letter of 8-6-91 wherein he has offered to round-up all these tips into some kind of manageable form. Good on you, John, and just what we need. Since we now know there was never a shop manual we'll just make our own. I'll continue to make my contributions via the newsletter and you can pick them up from there, OK John?

Meet Anthony R. Coppola, a prominent New Jersey attorney and cousin to Francis Ford Coppola, director of many Hollywood films, the best known of which is Apocalypse Now. Tony has had his Squire for quite some time and has made many modifications (Says Ed Spielman). I've included a fresh roster to reflect his membership. More next month.





Hearst Entertainment

LTR 14
PAGE 3

Ed Spielman
Executive Producer
The Writers Group

August 6, 1991

Mr. Art Stahl
18826 South 51st Street
Phoenix, Arizona 85044

Dear Art,

Enclosed please find a copy of the dashboard I.D. plaque which I just had made. The wording is accurate and identical plates can be made easily. The engraving is a computerized process.

All that would have to be done is for those club members who wish to have an identical plate made to send \$20.00 (postage included) to the address below.

The plates are black face with aluminum lettering and an extra aluminum back plate. I'm going to mount mine on the strip of vertical fiberglass between the battery and the tool kit spaces.

Warmest regards,

Sincerely,

Ed Spielman

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Hearst Entertainment

Ed Spielman
Executive Producer
The Writers Group

July 26, 1991

Mr. Art Stahl
11826 South 51st Street
Phoenix, Arizona 85044

Dear Art,

Enclosed please find the latest results of conversation with Ed Felbin. I also enclose a stat of the small owners manual which Mr. Felbin sent to me years ago. This should be included in the club's owner's manual we are assembling. Also, please find some info resulting from my conversation with Paula Reisner.

Much enjoyed the weekend with yourself and Tim Sharon.

Warmest regards,

Sincerely,

Ed Spielman

ES:kmcc

Encls.

A Note to Art Stahl

Just a note of thanks to Art Stahl which, (his modesty aside), I have asked be included in the next mailing to club members.

Art's enthusiasm, boundless energy, and generosity have resulted in the formation of the Squire SS-100 Owner's Club. The research, benefits, and improvements are a direct result of his actions.

I have been involved with my car for almost 15 years, never knowing that anyone else had a similar interest. Much has been accomplished, and this will move steadily on from here in group benefits, enjoyment, and improvement of these wonderful cars.

Ed Spielman
Los Angeles, CA
July 30, 1991

Ed Spielman's Technical Development Chronology
with his Squire SS-100

Changes and Modifications

I purchased the car from a lawyer in Westfield, New Jersey in early 1977 and have been detailing it since.

The MOTOR MOUNTS were cracked and fixed by the first owner.

TOP-CATCHES broken and replaced with marine over-center catches, Nautalloy #1127.

TAIL LIGHTS were replaced with replica Harley Davidson Tombstone lights and separate turn signals mounted on the rear bumpers.

Problem with REAR SUSPENSION is that front of rear leaf-spring mounting causes leaf springs to be butted against the frame. Bolts holding the front of rear leaf spring mounting were cut away with "Saws-all" and new brackets were welded to drop the bolt mounting. The new bracket lowers 1 1/2". Lowering too much will raise the rearend too high. 1 1/2" works nicely. This raises the rear end slightly and also allows the body work to avoid hitting the drive shaft when springs are compressed. This was a problem, now solved.

WIND WINGS are pop riveted to windshield frame. Pop rivets drilled out to remove. Heavier plexi-glass wind wings were made using old ones as templates. Pop rivet holes were tapped and wind wings replaced on windshield frame.

Original knockoff tool with car is welded strap iron of poor quality. A heavy duty KNOCKOFF tool was created by using an American octagonal truck hub puller OTC #1925. It has an inside diameter of 3 3/4 inches. I lined it with brass strip to create correct size of knockoff cap. The American unit was made to fit the metric Squire hubs by lining the over-sized steel with brass strip. This served to give a good fit and brass surface would not crack the chrome of the knockoff.

The octagonal truck hub is sufficiently tall for a hole to be machined through it to accommodate a sliding and removable "breaker bar". It is struck by the knockoff hammer and removes the knockoff cap.

REPLACEMENT PEDAL PADS on the shift models can use 1953-'54 Chevrolet pedal pad covers (#27-2-411). These are a reasonable fit and secure when glued.

Replacement of small FENDER MARKER LIGHTS can be had from H. & A. Schwartz catalog, US agents for Paul Beck of Norwich, England. Address: 6 Hidden Hill, Westport, Conn. 06880

CUSTOM VALVE COVER can use an Edelbrock unit. Available through Clifford Research - #9091

SQUIRE SEATS were of generally poor quality. Springs compress beneath the seat frame. Squire seats are very narrow. Small fiber glass bucket may be best replacement and fit close to floor level or driver will sit up too high.

Ed Spielman had custom seats fabricated by an aircraft company.

RADIATOR HOSES. It was necessary to remove the bogus Italian rubber reducer hose. This was done by having one side of the metal angle connector between hoses made oversized to accommodate the larger American 1 7/8 standard American hose.

TORSION BAR FRONT SUSPENSION modification by Jim Weber of Creative Automotive Engineering, 7650 Sepulveda Boulevard, Van Nuys, CA 91405.

Original Squire front suspension compressed and the torsion bar lever hit the stop on the end of the strut rod, limiting suspension rebound.

MODIFICATIONS TO IMPROVE FRONT END. The steering stop on the end of the strut rod was cut about 1/4 inch enough to allow clearance of the torsion bar lever.

This is an excellent modification and removes the bucket of bolts feel from the front end. In addition, Weber widened the wishbone shape torsion bar lever with larger bolts and washers to clear other front end parts which come in contact with it.

Manufacturer's Statement Of Origin To a Motor Vehicle

The undersigned Company hereby certifies that the new motor vehicle described below, the property of said Company has been transferred

B. H.
Kusko

this 14th day of Oct. 1975 on invoice no. 1032

to D. B. KAUFMAN & CO. LTD.
(Distributor, Dealer, Etc.)

whose address is 2700 Sharon St.
(Street)

Kenner, LA. 70062
(City and State)

Vehicle Make SQUIRE SS100 Series or Model A Year 1973

Body Type 2 seater Conv. Cpe. No. Cylinders 6

Manufacturer's Motor Vehicle Identification No. 11032525

H.P. (SAE) 145 Shipping Weight 2200 lbs.

If Truck or Commercial Vehicle Give Capacity _____
(To be given in terms as required by the State)

The Company further certifies that this was the first transfer of such new motor vehicle in ordinary trade and commerce.

AUTO SPORT IMPORTERS

By: Edward Follin President _____ Asst. Cashier _____
Sign Name Title or Position

Curtis Building 7th and Sansom St.
Phila., Pa. 19106

First Assignment

First Assignment

For value received, the undersigned hereby transfers this Statement of Origin and the motor vehicle described therein to Alvin D. Marx
Address 14 MARCHESTER Drive, Westfield, N.J. 07090
and certifies that the vehicle is new and has not been registered in this or any other state; he also warrants the title of said motor vehicle at time of delivery, subject to the liens and encumbrances, if any, as set out below:

Amt. of lien	Date	To Whom Due	Address

Dated 19 at ACME

By:

Transferor (Firm Name)

Dealer License (Permit) No. U510266209 Sign Here D.B. Kaufman Position Pres

Before me personally appeared D.B. KAUFMAN who by me being

duly sworn upon oath says that the statements set forth above are true and correct.

Subscribed and sworn to before me this 15th day of October, 19 75

Cheryl Sommer Notary Public for County State of

Notary Seal

CHERYL L. SOMMER, Notary Public,
Northampton Twp., Bucks Co., Penna.
My Commission Expires July 24, 1978

For value received, the undersigned hereby transfers this Statement of Origin and the motor vehicle described therein to

Address

and certifies that the vehicle is new and has not been registered in this or any other state; he also warrants the title of said motor vehicle at time of delivery, subject to the liens and encumbrances, if any, as set out below:

Amt. of lien	Date	To Whom Due	Address

Dated 19 at

By:

Transferor (Firm Name)

Dealer License (Permit) No. Sign Here Position

Before me personally appeared who by me being

duly sworn upon oath says that the statements set forth above are true and correct.

Subscribed and sworn to before me this day of ,19

Notary Public for County State of

Notary Seal

Second Assignment

Second Assignment

For value received, the undersigned hereby transfers this Statement of Origin and the motor vehicle described therein to

Address

and certifies that the vehicle is new and has not been registered in this or any other state; he also warrants the title of said motor vehicle at time of delivery, subject to the liens and encumbrances, if any, as set out below:

Amt. of lien	Date	To Whom Due	Address

Dated 19 at

By:

Transferor (Firm Name)

Dealer License (Permit) No. Sign Here Position

Before me personally appeared who by me being

duly sworn upon oath says that the statements set forth above are true and correct.

Subscribed and sworn to before me this day of ,19

Notary Public for County State of

Notary Seal

Third Assignment

Third Assignment

HISTORY OF THE SQUIRE SS-100

Conversations between:

Ed Felbin and Ed Spielman
July, 1991

The following was the recollection of Ed Felbin,
creator of the Squire SS-100.

* * * *

Ed Felbin had owned Jaguars and other foreign sports vehicles. There were many reliability problems with them.

Felbin saw NBC personality Dave Garroway's white Jaguar SS-100 and thought it one of the most beautiful cars in the world. Having owned that succession of troublesome Jaguars, and others, Felbin thought a new car of classic design with elegant foreign coachwork and modern American power was a good and saleable idea. In this, before the days of 'kit cars', Felbin was ahead of his time.

Ed Felbin (a well known radio personality in Philadelphia, broadcasting under the name FRANK FORD) was one of several principals in the creation of five music fairs, among them Valley Forge Music Fair (established 1955), Cherry Hill and Long Island's Westbury Music Fair. Felbin had sufficient capital in the late 60's, early 70's to take on such an expensive project as this dream car.

Felbin, who was not very technically oriented, worked with Mike Wolf, an auto dealer in Philadelphia who sold Saabs and Fiats. Wolf was to get a profit percentage in the enterprise, though Felbin was to fund it. (Mike Wolf is since deceased.) It was Wolf who had suggested the particular Ford power components and he was the principal technical designer of the Squire SS-100. (Spielman met Mike Wolf at the New York coliseum Auto Show in April, 1971, at the Squire Mezzanine display.)

Felbin and Mike Wolf, knew a man by the name of Jim Carson, a car dealer and fancier, who had an old original 'Jaguar' SS-100 in his barn. Ed and Wolf went there and laboriously drew detailed plans and sketches of every angle of the car.

Felbin went to Detroit to Ford Motor Company with Ray Heppenstall, a race driver and builder as consultant. In Dearborn they were made to sign a release to the effect that whatever idea they presented, Ford had already thought of. At Ford, Felbin and Heppenstall met with an executive named McDonald who assisted them. A deal was made for the Ford power and components on the projected new automobile.

The 'Squire' name had no connection whatever to a British sportscar briefly made in England decades before by Adrian Squire. Felbin's car needed an identity, a prefix before 'SS-100' to set it apart and give it an aristocratic sound. Felbin was playing golf at a 'Squire's Country Club', which proved suitable inspiration. Felbin simply removed the 's' and somewhere before the eighteenth green, the name 'Squire SS-100' was born.

Felbin decided to build the car in Italy. The Italian Trade Commission in Philadelphia gave him names of potential builders, among which was Giancarlo Ramponi. Felbin and Wolf went to Milan to see Ramponi (whose secretary was Gina Woerth).

Felbin struck a deal with Ramponi, an Italian industrialist who made agricultural power plants with imported Volvo marine engines. Thus, the notion (as indicated in early Squire SS-100 brochures and literature) that the cars were to be crafted by Carozzeria Ramponi. Ramponi assigned the work to an engineer, Roberto Vito. Ramponi/Vito built the Squire SS-100 prototype in the town of Triuggio, Italy (near Milan), but never completed it.

After months, Felbin was concerned about the lack of activity. He visited Italy unannounced and found, to his disappointment, that no further work had been done and that the prototype had not been completed. Rather than see the project go wrong, he went to Italian authorities to find another builder to carry on with the project. They recommended Frank Reisner, American creator of the small coach building company, Intermeccanica. Reisner, at the time, was constructing the Indra automobile at his small coach works. According to Felbin, quality workmen from Fiat would moonlight for Reisner.

A deal was struck for Reisner/Intermeccanica to construct 100 Squire SS-100 automobiles for Felbin's Auto Sport Inc. of Philadelphia. Felbin shipped 100 Ford 250 cubic inch, 6 cylinder engines with transmissions and rearends to Reisner's shop in the town of Trofarello near Turin (across the street from the Fiat railroad yard).

Ford engines and complete power units were shipped to Italy under bond. No duty would be imposed if they left the country in completed cars. Therefore, though Italian made, no Squire automobiles were sold in Italy (or a tax would have to have been paid).

According to Felbin, there were one hundred power units at Reisner's shop and security was lax. Fifty of the units disappeared from the plant. The order of cars to be constructed was then cut to fifty.

Problems arose; Felbin paid for trips for himself and Mike Wolf to Italy to try to solve them.

As per the original brochure, the prototype sported Borrani wire wheels which were to have been used, but Borrani wouldn't guarantee that the chrome wouldn't crack due to natural flex of the wire wheels. Felbin, contacted Dunlop who would guarantee the chrome on their wheels. Felbin bought 250 wheels (five wheels for fifty cars). They were shipped by air from England.

The U.S. government prohibited use of 'knockoff' spinners in wheels, therefore octagonal hubs were made. They used expensive units which appear on no other automobile. These knockoff hubs were custom made by Reisner/Intermeccanica.

According to Felbin, Reisner's Intermeccanica completed fifty cars which were shipped to the U.S. The first shipment of six cars went to Heppenstall for preparation before sale. Upon arrival much additional work was necessary to prepare all of the Squires for sale.

Felbin had the finished prototype returned to America anticipating arrival of the other cars. Felbin took the completed prototype to the Department of Transportation. He had to make a trailer to haul the car to Michigan to Ethyl Corporation for exhaust emissions tests which it passed. The cars had pre-approved stock Ford parts.

All the Squire SS-100's came to Felbin at either Baltimore or Newark. Ed Felbin recalled that a D.B. Kaufmann in Louisiana had bought one of the cars, liked it and became a Squire dealer in Kenner, Louisiana.

There was a press luncheon at Tavern On The Green in New York City when the car was first announced. Felbin, showed his new Squire SS-100 in Boston and in April, 1971 at the New York Auto Show. He then flew the car to the Los Angeles Auto Show and to Pasadena. The International Auto Show at the Place Bonaventure in Montreal, Canada, made the Squire SS-100 their 'star car' and put it on the cover of their souvenir book. Pictures of the Squire SS-100 appeared in Playboy magazine about February, 1972.

Felbin had the car shown at Miami's Doral Country Club in May of 1972. Felbin expected production cars to arrive at his Auto Sport, Inc. by July of 1972.

Listed as having been manufactured between 1972-73, fifty Squire SS-100's were actually made and shipped to America.

Ed Felbin began the project in 1969-70. The entire enterprise, both in America and Italy took four to five years.

In 1991, Ed Felbin (Frank Ford) was seventy four years old.

Conversations between:

Paula Reisner and Ed Spielman
July, 1991

Frank and Paula Reisner were principals in the company of Intermeccanica which made the fifty Squire SS-100 automobiles. According to Paula Reisner in Vancouver, the original body mold was made for Ramponi. Intermeccanica used that mold to make the bodies one at a time.

Though Paula verifies that Mike Wolf was the original technical designer of the Squire SS-100 automobile, Frank Reisner re-designed the chassis. Paula recalled Intermeccanica's fabrication of certain parts. The expensive brass knockoff hubs were cast in Turin then machined there. The knockoff hubs were made for the Squire SS-100 only.

Each of the fifty Squire grill shells was hand-made in the old coachbuilt manner, panels beaten over a wooden buck. The Squire chrome headlights were made in Turin specifically for Intermeccanica and this car. The windshields and glass were custom fabricated by Saint Gobain-Vis.

Paula Reisner recalled that the torsion bars were originally Alfa Romeo but modified by having the ends machined to a square fitting. Torsion bar bushings were machined from Teflon.

According to Paula Reisner, after so many years, all of the original molds have been lost and no spare parts are available.

HISTORY OF THE SQUIRE SS-100

Conversation between:

Paula Reisner and Ed Spielman
July, 1991

MYSTERY UNLOCKED

Subsequent conversation with Paula Reisner has solved the mystery of identifying series numbers on the 50 Squire SS-100 automobiles manufactured by Intermeccanica. We have searched in vain to find a stamp on the frame or some other physical indication on the cars to determine which number in the series of 50 a particular car occupies.

Paula Reisner has revealed that identification lies in the 8-digit original Vehicle Identification Number (VIN) assigned to the cars when made and shipped by Intermeccanica in Italy.

A Squire SS-100 carried an original 8-digit VIN: (for example)

11033525

The first 2 digits, "11", indicate the kind of car made by Intermeccanica. The Squire SS-100 was the 11th type of vehicle manufactured by them.

The second 3 digits, "033", are the indication of this vehicle's position in the series of 50. In this case, the numbers "033" indicate that this car was #33.

There are several members of the club with assigned numbers if their registrations were not in order. To determine which vehicle they own, they should track it to the original VIN from Italy. The original Intermeccanica VIN's are easily determined as in the Squire series they always begin with "110". Anything else is an assigned number.

The last 3 digits, "525", merely indicate the body and paint numbers.

TORSION BARS: Paula Reisner has cleared up the origin of the mysterious torsion bars on the Squire SS-100. They are Alfa Romeo "Alfetta", the torsion bar ends were modified and machined to square configuration.

*Special thanks to Art Stahl for finding Paula Reisner.

Importers, Inc.

CONSUMER INFORMATION

FOR

SQUIRE SS 100

MODEL YEAR 1971

This information applies to all SQUIRE SS 100's



DRIVER CHECK LIST

BEFORE DRIVING OFF:

See that windows, mirrors and lights are clean.
Visually note inflation condition of tires.
Position seat and adjust head restraints.
Adjust inside and outside mirrors.
Fasten seat belts.
Check that warning bulbs light when key is turned on.
Release parking brake and see that brake warning light turns off.
Position the front seat to provide the driver access to the foot pedals, steering wheel, instrument panel switches and for the best driving visibility. Seat can be adjusted by releasing the seat lock mechanism lever located at the lower side of the seat. Once adjusted, test to make certain it is securely locked.

HEAD RESTRAINTS:

Head restraints are designed to help reduce injuries due to "whiplash". Select either the up or down position - whichever places the top of the head restraint closest to the top of your ears.
WARNING: do not operate vehicle with head restraints removed, since occupants lose the protection they provide.

SEAT BELT RESTRAINT SYSTEM:

The SQUIRE SS 100 is equipped with a light/electronic tone alarm reminder system which reminds occupants when the driver's and the passenger's seat belts are not fastened when the engine is started and the car is put into gear. Buzzer also sounds when door(s) is open.

STARTING THE ENGINE:

Be sure your car is in Neutral (For automatic transmission SQUIRE SS 100 either "N" or "P" - "N" Preferred).

Cold Engine - fully depress accelerator pedal and slowly release. With foot off the pedal, crank the engine by turning the ignition key to the right (start position) - release when engine starts. If engine starts, but fails to turn, repeat this procedure, making sure you return the ignition key to the left - or off - position. When engine is running smoothly (approximately 30 seconds), the idle speed may be reduced by slightly depressing the accelerator pedal and then slowly releasing.
WARNING: Extended running of the engine (5 minutes or more) without depressing accelerator pedal, could cause damage to engine or exhaust system due to overheating.

Extremely Cold Weather (Below 0 F.) Fully depress and release accelerator pedal two or three times before cranking the engine. With foot off the accelerator pedal, crank the engine as above and release when engine starts.

TURN SIGNALS

The shorter of the two levers mounted on the left side of the steering column is the turn signal. Pull down for left turn - push up for right. When turn is completed the lever will automatically center itself to "Off" position. When turn signals are actuated, the front side marker lights also flash. Rear lights also indicate direction of turn. Green lights on instrument panel flash to indicate operation of turn signals

HEADLIGHT BEAM INDICATOR LIGHT

The headlights have high and low beams to provide you with proper night-time visibility during all driving conditions. The light switch is on the lower left bank of controls on your instrument panel and is identified by both the international symbol for "lights" on the toggle switch and with the word "lights" embossed beneath the switch. The larger of the two levers on the left side of the steering column controls the upper beam or normal position. The headlight beam indicator will glow blue whenever the high beams or "brights" are in use.

INSTRUMENT PANEL LIGHTS

These lights are activated by the toggle switch immediately to the right of the headlight switch. It too has a symbol for light on the toggle and it too has the word "lights" beneath it. The switch is in two positions when you activate it - either dim or, all the way up, it is bright.

WINDSHIELD WIPER AND WASHER

Both controls are immediately above the light switches and are marked with both the international symbol for wiper and washer and are further identified by the words "Wiper" and "Washer". The wiper has two speeds and the washer needs but to be turned on for several moments to provide enough wash fluid.

Operating tips: Check washer fluid level regularly - do it frequently when the weather is bad.
Do not use radiator anti-freeze in windshield washer; it could cause paint damage.
In cold weather, warm the windshield with defrosters before using washer to help prevent icing that may seriously obscure vision.

BRAKING SYSTEM

The service brake system is designed for braking performance under a wide range of driving conditions including the operation of the vehicle at full rated load.

CAUTION: Driving through deep water may wet brakes and adversely affect brake performance so that the vehicle will not slow down at the usual

rate. Applying the brakes lightly will indicate whether they have been so affected. To dry them quickly, lightly apply the brakes while maintaining a safe forward speed with an assured clear distance ahead until brake performance return to normal.

AUTOMATIC BRAKE ADJUSTERS

Brakes on this car (except for the parking brake) are self-adjusting, designed to eliminate periodic brake adjustments. "Riding the brake" by resting your foot on the brake pedal when not intending to brake can cause abnormally high brake temperatures, excessive lining wear and possible damage to the brakes.

PARKING BRAKE

To set parking brake, fully depress foot pedal at far left side. For maximum holding power, depress regular brake pedal with the other foot at the same time. To release parking brake, pull brake release lever below lower left instrument panel.

HAZARD WARNING FLASHER

The hazard warning flasher is the red toggle switch marked "HAZARD" on the instrument panel to the right of the steering column. Push to "up" position to activate and warn other drivers any time your vehicle becomes a traffic hazard, day or night. Flasher can be activated with engine ignition either off or on. Avoid stopping on the roadway if possible.

BRAKE SYSTEM WARNING LIGHT

The service brake system is designed so that half the brake system will provide some braking action in the event of a hydraulic leak in the other half of the system. If the red warning light, located on the instrument panel glows continuously when the ignition is on and after the brakes have been firmly applied, it may indicate that there is a malfunction in one half of the brake hydraulic system. The light will go out when foot is removed from brake pedal. As a check on bulb condition, the light should glow with the parking brake applied and the ignition on. (Light is also a reminder to release parking brake.)

CAUTION: If the light glows red - the parking brake control may not be fully released or,

The service brake system is partially inoperative.

- WHAT TO DO:
1. Check that the parking brake is released. If it is...
 2. Pull off the road and stop carefully - remembering that: Stopping distances may be greater. Greater pedal effort may be required. Pedal travel may be greater.
 3. Try out brake operation by starting and stopping on road shoulder - then: If you judge such operation to be safe, proceed cautiously at a safe speed to nearest service area.

HEATING AND DEFROSTING

In order to admit warm air into the cockpit you must first pull out the lever marked "Heater" (after engine has warmed). The heater box below the instrument panel has a lever on it which has three positions. When it is in the bottom position everything is inoperative. One full notch up it is in the "Defrost" position. In the top position you will get warm air. In order to increase the flow of air to the defrosters or to the heater, throw on the toggle switch immediately below the red "Hazard" switch. This switch has two positions - the top position for maximum blower action - and is marked with a fan.

REMINDER: Clear windshield, rear window, outside mirrors and all side windows of ice, snow and dirt before driving.

FUEL SELECTION

Your car is designed to operate on unleaded or low-lead fuel. These fuels minimize spark plug fouling and emission system deterioration. Since your engine does not require premium fuel, its use would be an unnecessary additional expense.

AUTOMATIC CHOKE

Your automatic choke should be checked periodically as it regulates the gasoline/air mixture used in starting and warming the engine.

INSIDE COURTESY LIGHT

The courtesy (map) light is mounted just above the heater. It can be turned on and off simply by turning the small circular switch just under the face of the light itself. On some cars, the switch is in back of the light.

TOOL KIT

Your tool kit contains a number of handy tools, including a special wrench made for the octagonal hubs, and a heavy mallet to use on the wrench. Be very, very careful to fit the wrench solidly onto the hub before using the mallet. Also included is a handy scissors jack.

FUSE BLOCK LOCATION

The fuse block is located inside the car on the passenger side along the right hand wall. It is covered with the vinyl or interior liner and access is gained by unsnapping the flap.

TO PUT THE TOP DOWN

- * First - unsnap along the sides, doing it gently so as not to pull the snaps from the fabric top.
- * Second - release the catches that hold the top to the windshield.
- * Third - VERY IMPORTANT - do not try to put the top down yet. You will note that the metal crossbow - or rib - which is almost immediately above your head goes from your left to your right as you sit facing forward, and is hooked under the longitudinal metal arms that go front to back. In order to unhook the crossbow it is necessary to pull it down at the sides, at the same time pushing up on the longitudinal metal arm. Of course, do this one side at a time. This will be somewhat stiff at the beginning, but after a few times it works quite well and easily. After moving the crossbow free of the longitudinals, pull the longitudinals, which are hinged, toward the center of the car. This collapses the top allowing it to be pushed back and down. Don't force it. The top will fall back easily. Pull the fabric out gently, away from the metal parts, so that it doesn't rub against the metal. It is best to snap on the boot to keep the top from bouncing (and rubbing) while you are driving.
- * To put the top up, simply reverse the above procedure.
- * Caution: Even though the top is mildew proof we recommend that for longer wear it should never be put down and covered while it is wet.

TIRES

The factory installed radial tires on your car are designed to provide the best all around performance for normal vehicle operation. In fact, they are capable of sustained high speed performance for cars much heavier than your car. When inflated as recommended on the tire placard, located on the glove section of the right door of your car, they have the load carrying capacity to operate satisfactorily at all normal highway speeds.

TIRE CARE

Tires should be checked regularly for proper inflation pressure, wear and damage. The use of improper tire inflation pressures can adversely affect tire life and vehicle performance. Tire pressures should be checked when the tires are "cold" at least once a month or before long trips. Always use a pressure gauge when checking pressures as the appearance of a tire can be deceiving. For example, radial ply tires, in comparison with bias ply tires at the same pressure, may have the appearance of being under-inflated.

VEHICLE LOADING

Do not load your vehicle beyond the vehicle capacity (total pounds) shown on the tire placard. This figure represents the design capacity

of the vehicle, not merely of the tires

TIRE WEAR

Uneven or abnormal tire wear is usually the result of incorrect inflation pressure, improper wheel alignment, wheels being out-of-balance, or poor driving habits. Under inflation, over inflation, incorrect toe or camber and fast cornering produce different types of abnormal wear which can be diagnosed by your dealer.

If an air loss occurs while driving, do not attempt to drive on the deflated tire more than is necessary to stop safely. Driving even a short distance can damage a tire beyond repair. In addition, driving any kind of distance could severely damage your wire wheel which is the best wire wheel in the world - and very expensive. It is therefore recommended that your spare tire always be properly inflated and ready for an emergency, and since you have a handy scissors jack in your tool kit you can change the wheel yourself, if necessary.

REPLACEMENT TIRES

When replacing tires, only the size, load range and construction type (radial) originally installed on your vehicle are recommended. Use of any other tire size or type tire may seriously affect ride, handling, speedometer/odometer calibration, etc.

To achieve best all around vehicle performance, different types of tires (bias-belted vs radial, for example) should not be mixed on the same car. Because of possible adverse affects on vehicle handling, never mix radial ply tires with other types on the same vehicle.

It is recommended that new tires be installed in pairs on the same axle

When replacing only one tire, it should be paired with the tire having the least wear, to equalize braking traction

When replacing wheels for any reason, care should be taken to insure that you use the same as the original equipment - Dunlop 72 spoke with 6JK rim or the equivalent in diameter, rim width, off-set and load capacity.

TIRE TRACTION

A decrease in driving, cornering and braking traction occurs when water, snow, ice, gravel or other material is on the road surface. Driving practices and car speed should be adjusted to road conditions.

When driving on wet or slushy roads, it is possible for a wedge of water to build up between the tire and road surface. This phenomenon, known as "hydroplaning", may cause partial or complete loss of traction, which adversely affects vehicle control and stopping ability. To reduce the possibility of traction loss, the following precautions should be observed:

- * Slow down during rainstorms or when roads are slushy.
- * Slow down if road has standing water or puddles.
- * Replace tires when tread wear is readily visible
- * Keep tires properly inflated (see tire placard on right hand door glove compartment)

BATTERY

Check the fluid level in each cell at each oil change or once each month, whichever occurs first, and more often in hot weather. Do not overfill and never add any substance to the fluid except drinking or distilled water.

Keep your battery and cable terminals clean. Cleaning should be done every six months - or earlier, if there is obvious sign of corrosion. Use a brush and a solution of ammonia and water or baking soda and water. Flush off with clear water.

CAUTION: Never expose battery to open flame or spark - battery action generates hydrogen gas which is flammable and explosive. Don't allow battery fluid to contact skin, eyes, fabrics or painted surfaces - fluid is a sulfuric acid solution which could cause serious personal or property damage. Flush any contacted area immediately with water.

AUTOMATIC TRANSMISSION

From the top, your Ford Cruise-O-Matic Transmission reads: P, R, N, D, 2, 1. The "P" is for Park. Never put your car in P while it is in motion. And don't just rely on the Park position when parking your car.. use your Parking Brake as well. R, of course, stands for Reverse, N for Neutral (don't coast in Neutral with Automatic Transmission) and D is for Drive. Under most driving conditions you will find this position admirably suited for normal city and highway driving. This position permits the transmission to operate through its complete range of gear ratios and to select the proper ratio for road and load conditions. "2" gear is used when increased performance is needed for acceleration in traffic, hill climbing or "engine braking" downhill. The selector lever may be moved from "D" to "2" and vice versa, under most operating conditions. "2" should not be used at speeds above 60 mph. "1" is low gear, available for heavy pulling through mud or sand and for "engine braking" when descending steep hills. The selector lever may be moved to "1" position at any speed but the transmission will only shift automatically into low range when car speed is under approximately 35 mph. The transmission will not upshift from "1" range as long as the selector lever is in "1" position.

CAUTION: Before descending a steep or long grade, down a mountain or hillside, reduce speed and shift into a lower gear. Under such conditions, use the brakes sparingly to prevent them from overheating which reduces effectiveness.

Forced Downshift: When quick power or acceleration is desired to pass moving vehicles or to climb steep grades at higher speeds, the transmission can be downshifted by depressing the accelerator pedal completely to the floor.

CAUTION: Use caution when shifting into lower range or lower gear on slippery surfaces with vehicle moving - the abrupt engine braking action could cause the rear wheels to skid.

MANUAL TRANSMISSION

Your car features synchromesh transmission in all forward gears. Position of the gears - plus reverse - are indicated by the shift diagram. The clutch pedal should be fully depressed when shifting and caution is urged regarding "riding" the clutch. When clutch is not being used it is suggested that your left foot should never do any more than rest against it - very lightly. Even slightly depressing the clutch when not necessary will result in undue wear.

GUAGES

There are four guages on your instrument panel. The Oil Pressure Guage is furthest to the left. Under normal conditions the indicator should show anywhere from Number 2 to 4 on the dial. Should the indicator fall below 2, be sure to check your oil level to make sure you have enough oil and that your pressure is normal. It is possible that a malfunction in the sending unit could indicate a serious loss of oil pressure even though your oil pressure is safe. So, when low pressure is indicated check the sending unit after you check that your oil level is alright. Driving the car with low oil pressure can cause extensive engine damage.

Second guage from the left is your Water Temperature Guage. Normal temperature after warmup should be about 180 degrees. If you are running hotter than that check to be sure you have sufficient water in your radiator and that your fan belt is in good working order - not slipping or broken

The third guage is your ammeter. When your car is moving under power it should indicate that you are "charging" - that the indicator is on the + side of the center line. If, while under power, the guage is showing a minus (-) position it is suggested that you check both the battery and the generator, as well as the generator belt.

The fourth guage is your Fuel Guage. A warning Red Light will go on in the upper left corner when you need gas. There will still be several gallons of gasoline in the tank after the light goes on.

Recommended Service Schedule

6000 Mile Service or 6 Months (Whichever comes first)

Renew engine oil, renew engine oil filter, clean carburetor air cleaner, clean C/C breather cap, check fluid and lubrication levels, check tire pressures, adjust engine belts, adjust automatic transmission bands, adjust parking brake, adjust clutch (manual transmission), check light operation, lubricate door hinges, lubricate exhaust valve, renew emission valve, affix mileage sticker, clean battery surface, cables and apply protective lubricant. Check clutch pedal free play - adjust if required. Check rear axle fluid level, add fluid if required. Check automatic transmission fluid level, add fluid if required. Check brake master cylinder fluid level, adding fluid if required.

12,000 Mile Service or 12 months (whichever comes first)

Renew engine oil, clean carburetor air cleaner, check fluid and lubrication levels, lubricate exhaust valve, adjust engine belts, adjust automatic transmission bands, renew engine oil filter, check distributor advance, check condenser, clean C/C breather cap, adjust car idle and mixture, check tire pressure, clean and adjust spark plugs or replace, adjust parking brake, adjust ignition timing, clean battery surface, cables and apply protective lubricant, adjust choke and pump, lubricate steering wheel stops, renew in-line fuel filter and clean fuel pump screen, test alternator and regulator. Inspect cooling system for dirty or rusty coolant; for leaks, deteriorated hoses and loose hose clamps. If the coolant is dirty or rusty in appearance the system should be drained and flushed. The radiator cap should be cleaned and the system refilled with coolant and water. Check steering linkage for abnormal looseness or damaged seals.

18,000 Mile Service

Same as above. In addition, check brake lining, clean and repack front wheel bearings

24,000 Miles

Same as above