

SQUIRE SS-100 CLUB

CLBCOM 26
August 1992

The most recent ad we placed in Deals On Wheels (Sept. '92) paid off. I had a call from John Kramel in Missouri who owns #11047545. It's all original and in good shape, stated John. It's yellow with manual tranny and still has the wide whitewall tires with 8,946 on the odometer. John has had the car for some time and is the third owner. It was first owned in the St. Petersburg area by a fellow named Rod Stewart who John thinks was a prominent sports figure(?). (Comedian?). It also has adjustable air shocks. John is 76 years old, single and retired from the Air Force. He will part with the car and the price is \$7,500 firm. He can be reached at RR 3, Box 320, Boonville, MO 65233 Area 816+838-6232. Welcome to our company of freinds, John.

Member John Fulton has been busy updating his master manual with new MDSS (Maintenance Data Sheet) and while you will all get a completed manual someday I thought this was important enough to pass on before then. John said he was tired of pinching his fingers when the side bows on his top took a notion to buckle inward so he designed and built a brace to prevent that unhappy occurrence. Look's like a winner, John!

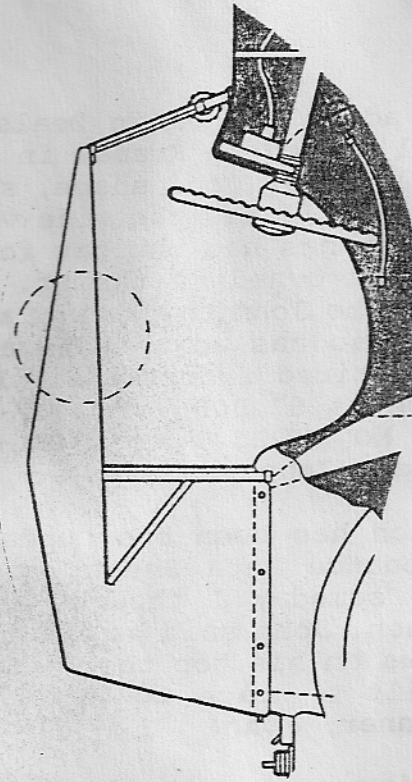
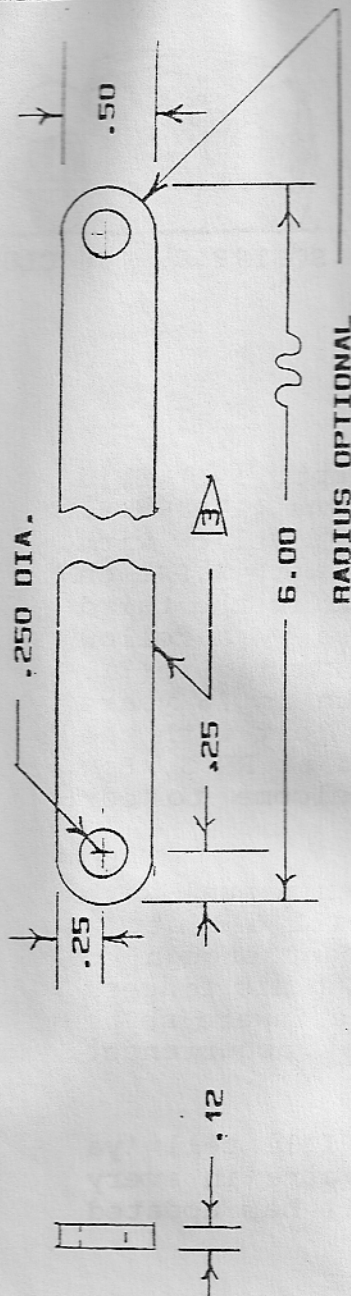
Bill Lieske continues to work along on his car and I'll tell 'ya folks, what he will wind up with is a brand new Squire in every sense of the word "NEW". It's gonna be a honey. Bill has updated his Squire Saga and it is also included.

More next month.

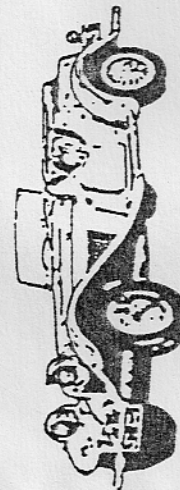
1. THIS MODIFICATION PROVIDES STABILITY FOR TOP FRAME SIDE RAILS WHICH MAY TEND TO FOLD INWARD DURING HIGH SPEED DRIVING OR WHEN SUBJECTED TO KINETIC ENERGY TRANSMITTED BY SIDE CURTAINS.

2 THIS HOLE TO BE MATCH DRILLED ON EACH SIDE RAIL TO ALLOW STORAGE OF BRACE WHILE TOP IS IN FOLDED POSITION. FWD HARDWARE TO BE USED FOR SUCH PURPOSE.

3 ALUMINUM IS RECOMMENDED FOR EASE OF FABRICATION AND MAY BE PURCHASED IN DIMENSIONS SHOWN EXCEPT FOR LENGTH. FINISH AS DESIRED.



AREA OF MODIFICATION



SUBJECT: BRACE - TOP FRAME, SIDE RAIL

SUBMITTED BY: J. FULTON

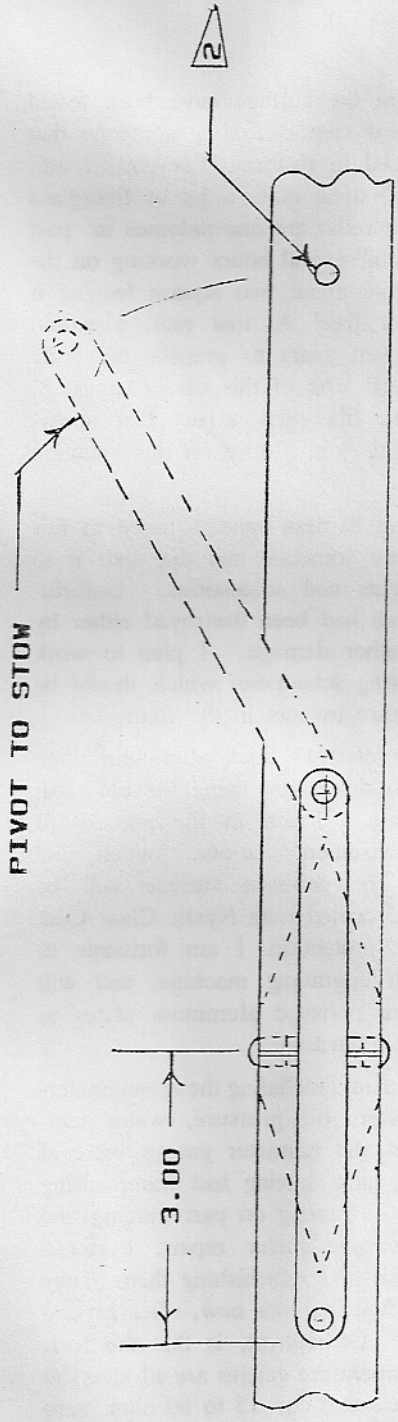
DRAWN BY: John Michael

DATE: 22 AUG 92

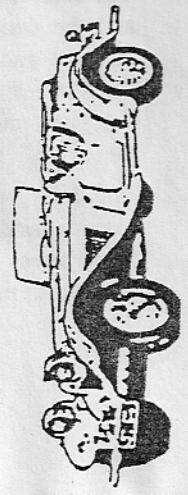
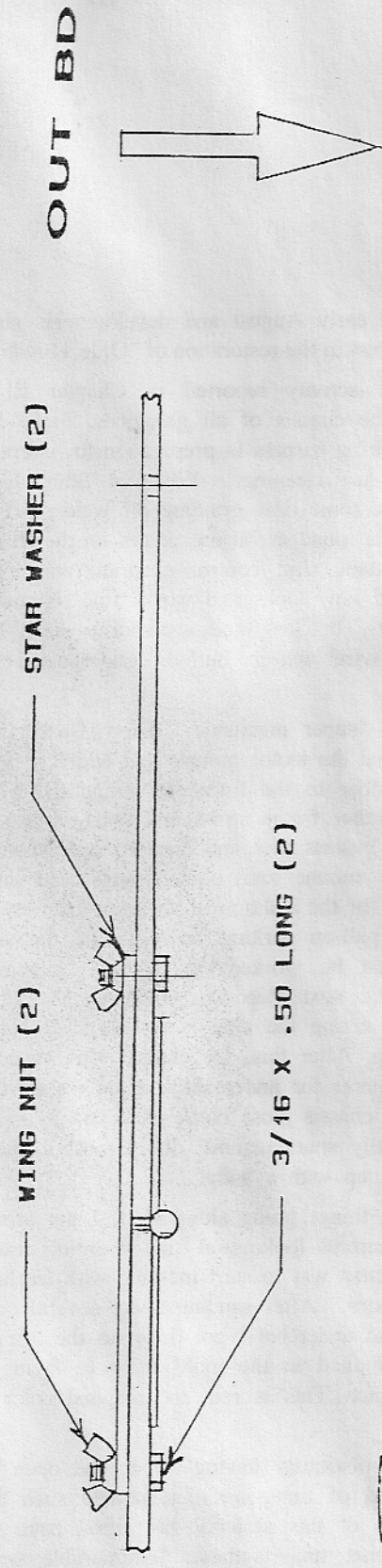
IN D S No. 0016

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FWD



SUBJECT: BRACE - TOP FRAME, SIDE RAIL

SUBMITTED BY: J. FULTON

DRAWN BY: John Michael

DATE: 22 AUG 92

M D S No. 0015

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OF 2

♦ THE SAGA OF SQUIRE SS-100 SERIAL NO. 11044545 ♦

By Bill Lieske

Chapter IV

It is now early August and developments should be of interest in the restoration of "Olde 11044545!"

Since the activity reported in Chapter III we stripped the chassis of all gas lines, brake lines and the wiring harness in preparation for upgrading and sandblast cleaning. We (Art Stahl and I) spent quite some time grinding off weld scarf and sharp edges found in various places on the chassis. The automatic shift control quadrant was totally rebuilt and now looks and works fine. Numerous small parts, brackets and accessories have been scraped, wire wheel buffed, undercoated and re-painted.

Our local "super mechanic," Terry Becker, has re-structured the motor mounts and added a sturdy cross member to the frame to strengthen it and prevent further frame stress and twist. Also, he has added gussets here and there to strengthen the spare tire mount and other things and made provisions for the addition of an improved between the seats pull-up parking brake, using the same scheme that he worked out on Ed Spielman's Squire. The next step was masking all critical items and taking the chassis to the sand blaster for cleanup. After this, the chassis was towed to an auto painter for undercoat and application of a hard vinyl chassis gloss black paint coating. The chassis really sparkles now. It's almost a shame to cover it up with a body.....

With these things going along well, I got around to some careful looking at the fiberglass body. The first effort was to start messing with the hood and the doors. After sanding away several coats of paint and undercoat I got down to the original Gel-Coat applied in the mold prior to laying in the glass mat. This is red, the original color of the car.

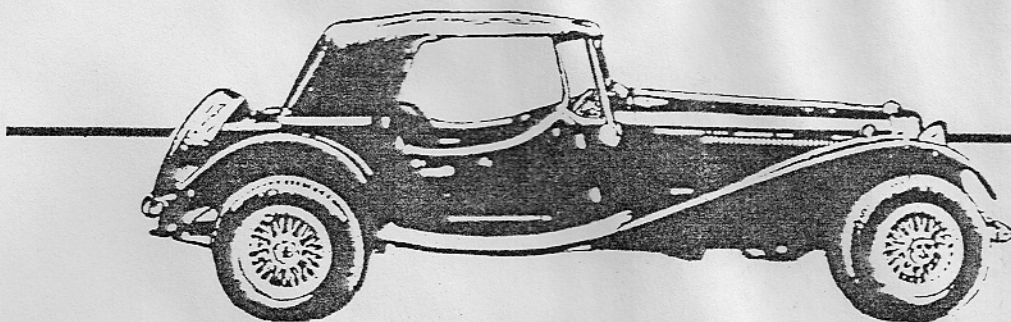
The body, obviously having sat in the open for some period of time, has deteriorated such that many areas of this material has lifted from the fiberglass mat underlayment. Innumerable small

and large voids in the surface have been found thus far. The next step is finding someone that is more experienced in restoring fiberglass I am, even though I had done quite a lot of fiberglass work on boats and radio antenna radomes in past years. I have spent several hours working on the hood and now have about two square feet of it smooth and defect free! At that rate, it would take me about seven years to prepare the body for paint by myself! As of this date (August 8, 1992) I have one fiberglass expert that seems willing to tackle this job. More on this situation as it develops.

The original wiring harness appears to be in fair shape except where someone had dug into it to hook up extra lights and accessories. Unfortunately, every switch had been destroyed either by clumsiness or weather damage. I plan to work up a complete wiring schematic, which should be valuable to all Squire owners in the future.

I secured a piece of 1/4" thick aluminum plate and have cut it to dimension using the old dash plate as a template. I am in the process of machining the instrument cut-out, switch and mounting holes. The cab-side surface will be machine tooled and coated with Nyalic Clear Coat Barrier #1252 for protection. I am fortunate to have a pantograph engraving machine, and will engrave legends on polished aluminum plates to identify each switch function.

The original instruments, including the speedometer-odometer, tachometer, oil pressure, water temperature, fuel level and ammeter gauges were at first thought to be junk, having had water sitting in them and rusty. Drawing on past training and experience in electronic meter repair, I risked taking them all apart and refurbishing them. They all now look and function like new, after several evenings of work. Of interest, is that the fuel, oil pressure and temperature gauges are all identical electrically. They are two coil 15 to 80 ohm, zero



to max. scale devices. All instruments have the Jaeger-Italy trade name and the speedo and tach have the distinctive *Intermeccanica* logo displayed. I'm pleased to have been able to restore all of them, as they are probably quite unique and non-replaceable in kind, as far as I know.

As Gene Mayfield and his crew dug deeper into the engine, it was decided to go for a total re-manufacture. After reboring all cylinders to "30 thou over" it was found that a deep rust pit still existed in the #5 hole. It was necessary to sleeve this cylinder. All rotating, sliding and moving parts and bearings have been replaced except the crankshaft. This includes pistons, rings, rod bearings, main bearings, valves, valve springs, push rods, followers, rocker arms, camshaft, camshaft bearings, oil pump, etc. My engine is now equal to or better than its factory condition and can be expected to run at least 150,000 miles without problems if reasonably maintained and driven.

I took the drive-shaft and brake drums to a good shop near my place of business for checking over and repair as needed. I learned another interesting thing! A former owner had apparently had the front of the rear spring hangers dropped about 2" to correct the tendency of the car to "bottom out" on rough roads. This had resulted in a change in the geometry of the location of the rear axle and the position of the differential driveline shaft "U-Joint" angle such that the front spline at the rear of the transmission was retracted about 1-1/2 inches. The amount of spline engagement was severely reduced, making this a dangerous situation from the standpoint of long term wear and possible spline dis-engagement should a severe bump in the road be encountered: A major accident causing potential..... The fix: A new drive line, 1-1/2 inches longer! In my judgement, if anyone wants to lift his Squire rear end an inch or more, do this with lengthened *back* rear spring shackles, unless you want to have the drive line rebuilt!

With the chassis restored, the engine and transmission ready, turned drums, rebuilt drive-line and U-joints, new brake shoes and wheel cylinders I took last Friday off from work and the munificent Art Stahl and I scheduled the first major "put-back-together" session. During installation of the new braking components, we found that the front brake system replacement went along okay but that someone had really messed up the rear brake system. We had to get a new set of brake shoe tensioning springs to put everything back in order.

We then rented an engine hoist and started on the engine-transmission installation. This went along smoothly until we tried to mate the engine and transmission. We could not pull the bell housing up to the rear of the engine block. Something was binding up! After several telephone calls we learned that there are three possible versions of torque converters that can fit between a Ford 250 CID engine and a C-4 automatic transmission. These are identified as F-26, F-27 and F-28. The transmission shop had provided a F-26 converter. We went to the transmission supply house and got one each of the F-27 and F-28 versions. The F-27 slipped in place without further problem.

So, the *Saga* continues. At least four major items remain to be accomplished: (1) body fiberglass restoration, (2) body finish and paint (3) upholstery of the seats, top, floor mats, padded trim and side curtains and (4) straightening and re-chroming of various things such as bumpers, brackets and fixtures. We are working on all of these as individual projects.

I'm curious - Is this stuff that I have been writing and Art has been including in the newsletters of interest to you? Do you feel that it has value to you now or at some possible future time? Is it boring as hell? Drop Art or myself a note or make a 'phone call if you feel that this little series is worthwhile and should continue.

Regards, *Bill Lieske* (602) 978-2207 evenings