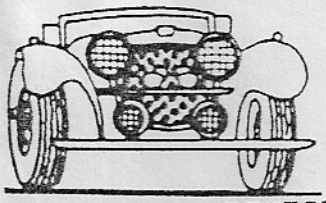

SQUIRE SS-100 REGISTRY

CLBCOM 36
June 1993

Newest member Bob Murray (Durham, NC) has been doing some sleuthing on our behalf in regard to the old, old rumor about ten brand new Squires that sat in limbo for a year or more and then seemed to disappear. The first story I heard was that they just sat in a dockside warehouse in New Orleans but no one knew the end of the tale. Then we met Bob Murray and he told us about the ten that he had heard about that sat in Simpsonville, SC. in a distressed situation but he did not know the end of the story. Bob has been on the phone and has confirmed the following.

He called his friend Ron Ayres in Simpsonville who said that that was a long time ago and he has forgotton the exact names and dates but he had purchased four new Squires from someone in Louisiana who had ordered ten Squires but when they arrived in the USA they could not come up with the cash for the duty and Customs impounded them. (See CLBCOM 14 and the MSO for Ed Spielmans car. I suspect we are talking about D.B. Kaufman, Ltd. of Kenner, LA). Ayres sold the four thru local auctions and said the other six were shipped to Manhattan or Queens, New York to a company he thought might have been named Gregory Co. (Again, this sounds like Mac Gregors Auto Sales in Brooklyn, NY that we just found out about). Apparently the New York connection could not move all the Squires they had picked up and Ayres and another fellow named Joe Vaughn of Greenville, SC bought what remained, had them shipped to SC and again, sold them thru local auctions. I guess none of this is very important today but it does clear up the old rumor about those ten missing cars!

John Fulton (Dallas) has written a Maintenence Data Sheet for later inclusion in the Shop Manual and a copy is included. The comment about using an anti-seize lubricant between the wheel and the spined drive hub is very good advice, especially for you members that live in the wetter climates! I will also repeat a caveat that I extended some time ago. Avoid the use of the chemical two-step wire wheel cleaning kits. The first step is an acid bath that tends to settle in the threaded spoke nipples and rusts them solid, a very expensive proposition when you have to replace chromed spokes. The advice I was given by a wheel rebuilder is to use a wine size bottle brush, a mild mix of hot water and Lemon Joy and lots of elbow grease, finishing up with a chamois. After the drive train the wire wheels are the next most expensive thing on our cars and should be treated with lots of TLC!

Bill Lieske (Phoenix) has completed his replacement dashboard and is proud of it, as he should be. He has detailed it for your admiration and it is attached. All I can say is "WOW".

After twenty odd years of use and abuse windshield glass tends to get a little scratched up and Lieske and I decided to replace ours. Bill has detailed the procedure for you on paper and I'll add this. The entire windshield assembly is removed and replaced as a unit and weighs just ounces short of thirty five pounds. It is very awkward to handle and in my opinion, it's a two person job, one each to remove the three retaining bolts at the base of each post and a straight lift up to avoid scratching your paint. I should also mention that both Bill and I had the kick panels removed for easy access in the car's interior and we replaced the chromed post retaining bolts (which were kind of beat-up) with stainless bolts secured with nylon insert lock nuts on the inside.

Due to the diligence and perseverance of Mark Offenberg and Michael Lindgren (our New York Connection) we have located yet another Squire on Long Island. Meet John Manser of Great River, NY who currently owns #11022525, red with an automatic tranny. We are still in correspondence with John and all the details are not available as of this writing.

That brings the actual "body count" to twenty one and Michael Lindgren is still working on the details of the Squire that has been stored in a commercial garage in Boston for many years. Where do you suppose the other twenty eight are hiding? In the scrap yard? Somehow I doubt it. Tucked away in a shed in storage and almost never driven? More than likely. And these folks dont know what they have. Let's stay on the lookout for them.

More next month.

Pat Stall

1. This information originally published in Moss Mortoring, Summer '93.

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Wire Wheel Care

Ron Phillips, Austin-Healey Association, La Habra Heights, CA

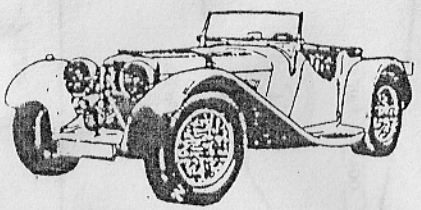
The second most frequently asked question about our cars must be "how do I take care of my wire wheels?" "Should the car be off the ground to hammer the knock-off, or should the wheel be on the ground?" Well, that's two questions, but the problem remains...Whether you call it a knock-off, a knock-on, a nut or a locknut, BMC felt inclined to issue a Technical Service Bulletin on the matter. In short, you should always hammer the nuts on or off with the wheel off the ground and free to rotate. While they don't say so, many people believe this will decrease the force transmitted into the spokes from each blow. If the wheel is not free to turn, then the spokes take the full brunt of each hammer blow.

The rest of the information is definitive! If you do as BMC says, your wheels should last much longer than if you don't. How many of you have had to hacksaw off a wire wheel, as it had become rusted to the hub? A few of you have. So inspect, grease, and check your wheels at least once a year, preferably before the rainy season. As an added precaution, why not use an anti-seize lubricant that comes in a large can with a brush in the lid. One can should last a lifetime and isn't all that expensive at a local auto parts store.

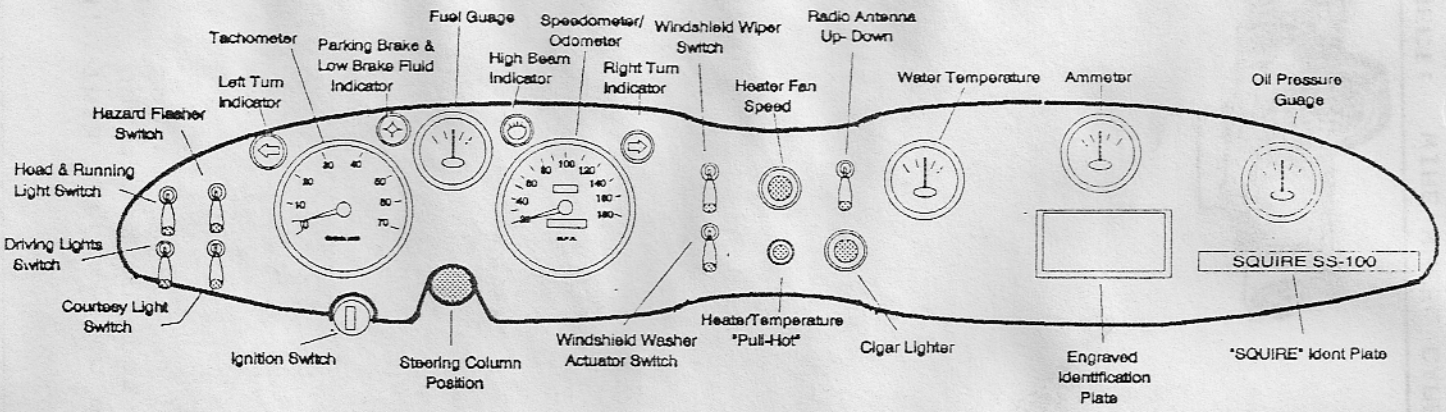
One final word, don't forget to use RTV silicone inside the wheel hub on top of the spoke heads - to seal out water and prevent grease or anti-seize lubricant from being spun out onto your spokes and wheels. Several of us have used this technique for years and it works great!

What can you do if either the wheel hub or the center of the wire wheel is too worn? It costs at least $25 a wheel to dip (removes rust and paint), true (tighten each spoke uniformly, replacing several that won't turn), and repaint (who wants rusty wheels?). By getting new wheels, you might get by with a worn hub a bit longer. A somewhat temporary trick is to use a couple of pieces of shim stock from .001 to .003 inches thick, spaced around the hub to tighten up the splines. It is even possible to dress up the splines with a small file. But, these fixes just prolong the inevitable; sooner or later the rear hubs will have to be replaced if they have been run with loose wheels.

It makes good sense to take care of your wheels and hubs. If you don't, you will cripple your car... As a postscript, an aluminum can will do in a pinch to get you home if you spin a wheel. Use it for shim stock and the contents to soothe your pending expenditure.



SUBJECT: WIRE WHEEL CARE				
SUBMITTED: J. Fulton	DRAWN BY: J. Fulton	DATE: 4 Jun 93	M D S No. 0030	PAGE 1 OF 1



Dashboard and Instrument Layout, Squire SS-100 No. 11044545

As restored. See discussions below.

Restoration process was accomplished as follows:

1. All instruments and switches (as found) were removed from the original sheet steel, plastic upholstery covered dash panel.

2. The original panel was used as a template to lay out a new dash plate on a piece of 1/4" thick aluminum plate. The outer shape was band-sawed to form and the larger holes for the tachometer, speedometer, fuel, coolant temperature, ammeter and oil pressure guages were fly cut into the panel. Holes for the switches and heater controls were drilled to suit. In order that switches and controls could be mounted, reliefs were milled in the back of the panel down to a thickness of approximately .060" thickness. The front of the panel was machine turned (milled) to pattern and a coat of special clear acrylic was sprayed on to prevent future discoloration.

3. All original instruments were dis-assembled, cleaned adjusted and tested for proper operation, then re-assembled.

4. The original Jaeger switches were cleaned, tested and re-installed. Since four of the original switches were either missing or damaged beyond repair, replacement switches were acquired.

5. New indicator lights for turn signals, brake warning and high beam indication were turned on a lathe. Special forms were hand filed into these indicators as shown.

6. Additions made to the dash include the heater fan control, heater bypass valve control, radio antenna "up-Down" control switch and cigar lighter accessory.

7. The layout for instrument locations differs from the original Squire layout. It is the owner's opinion that these layouts are more conventional and group the instruments in a more logical and convenient to use cluster than the original arrangement.

W. F. Lieske
June 3, 1993

REPLACING THE GLASS IN SQUIRE SS-100 WINDSHIELD FRAME

The old glass in my SS-100 windshield was quite scratched. Since I am in the final phases of restoring the car, new glass seemed to be in keeping with the project. Being a devout "do it yourselfer," I opted to *not* pay the windshield guy an extra $20-30.00 for the added service of mounting new glass in the frame. Here are some of the things that I learned in doing this.

Since Art Stahl had some scratches and at least one "rock star" in his glass, we decided to replace both windshields at the same time. We also took Art's windshield off his car. First, the frame must be taken apart. Both frames were very rusty and the slotted head screws that hold the integral top part of the frame to the bottom member were rust locked in place. In fact, Art's windshield had only one screw on each side holding the thing together. I had to drill all four screws out of mine and re-tap the holes after scraping and wire wheeling the rust off of the steel bracket that is used to hold the windshield parts together. We were able to get Art's apart without drilling out the screws, but with some difficulty.

The old glass was fairly easy to pull out of the rubber channel that holds it into the frame. I took this channel out of my frame and cleaned up the rust and other debris inside it. A stiff wire brush was used to clean up inside the stainless steel windshield frame channel. The entire frame was then cleaned with steel wool and paint thinner, and the unplated steel brackets were carefully cleaned and painted with a rust resistant paint. At the suggestion of the auto glass man, the rubber channel was liberally soaked with WD-40 which provided a cleaning effect and returned the rubber to a resileant condition.

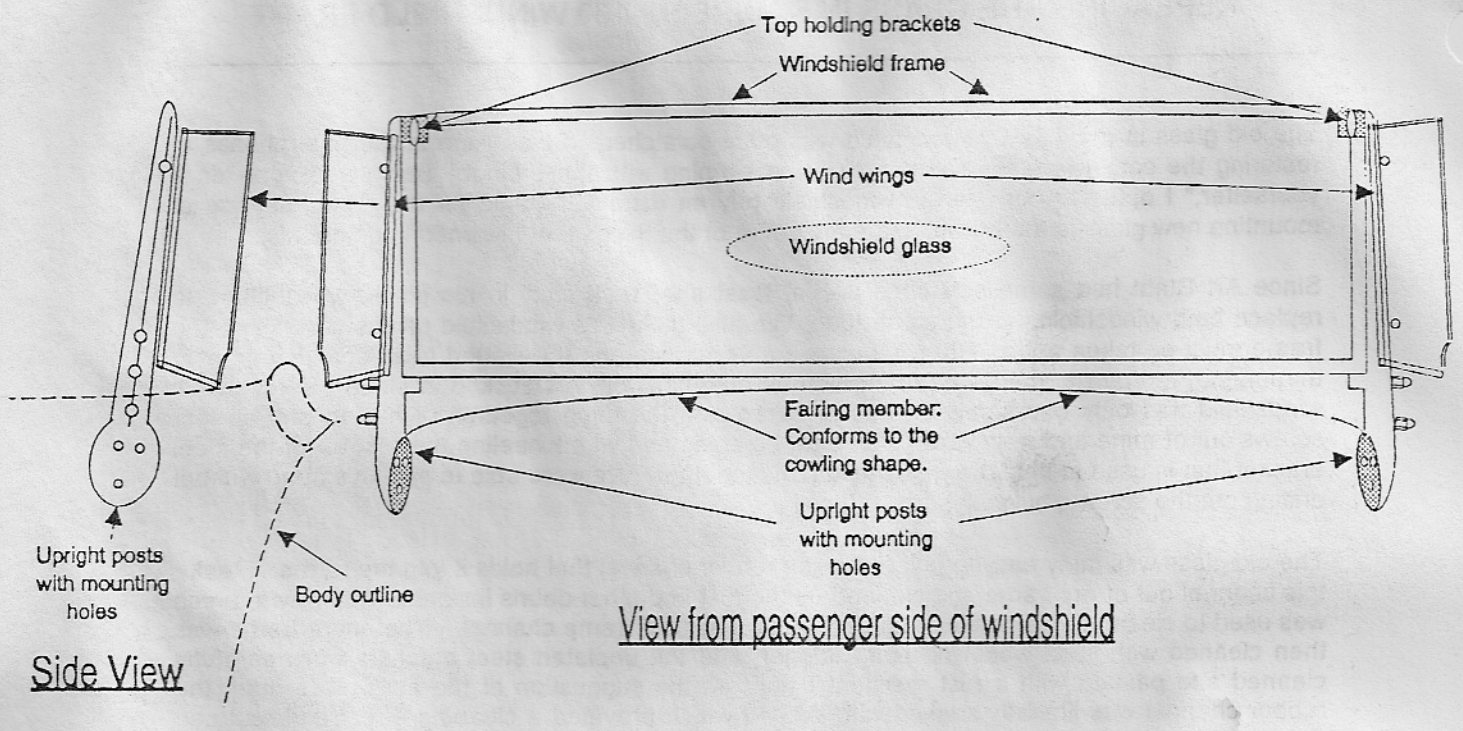
The attached drawing identifies the various parts of the assembly. The detail blow-ups point out the lower frame corners, showing the brackets as they are spot welded to the bottom of the lower frame channel. I was able to re-tap the holes in the bracket for 10-32 thread flat head Phillips stainless steel screws. I also had to carefully re-countersink the side parts to conform to the new screw head diameter and taper.

Now comes the fun! I realized that if the screw length was such that if it contacted the edge of the glass, it would produce cracks and the value of the new glass would go quickly to *Zilch.* The new glass, including cutting to pattern shape cost $45.00 for each piece, and is PPG tempered "non-shattering" windshield glass. It is most important that the screw length is cut down to just long enough to go through the bracket ***and no more.*** I cut my screws with the screw cutting accessory in an electrical connector crimping tool and filed the cut ends smooth and just right to be flush with the inside of the bracket when fully tightened.

Before installing the new glass the entire inside of the rubber channel was doused with WD-40. This makes the glass slip in smoothly. Then use long clamps, if necessary and with great care, to bring the side of the frame together so that the bottom channel can be inserted. Tighten all four screws carefully, and don't force things. You should be able to close the ends down properly. I got to thinking as to why the non plated steel internal brackets were so rusty, and called the windshield guy to ask what they use to seal water out. He suggested black RTV, which is a silicone material that will stick to just about anything and remain pliant over many years. I made a bead of this around the sides and bottom of the glass and frame on both sides. This stuff really sticks, and it took quite a bit of sharp razor blade work and a lot of care to get the new windshield to look like it isn't there! Of course, some Windex helped a lot.

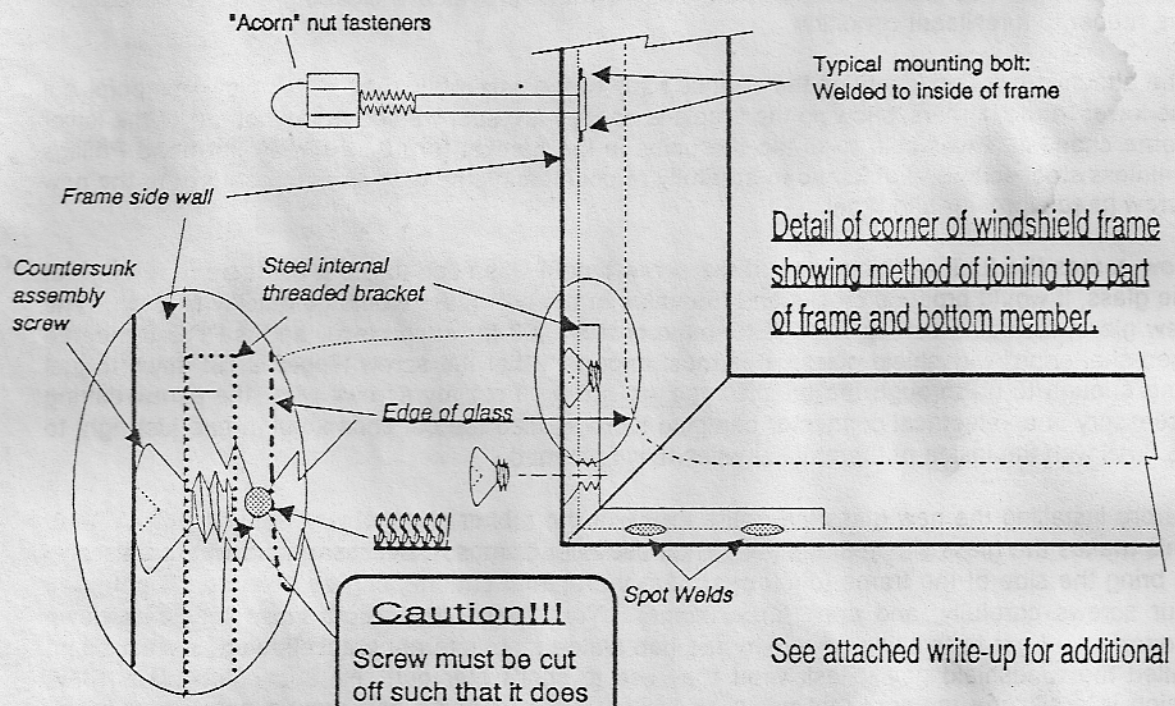
So, that's my part of the windshield replacing episode. Art has had his windshield on and off his car several times, and has become a "pro" at this exercise. His comments should be heeded should you elect to do the glass replacement yourself on your Squire.

Bill Lieske (6/12/93)



Side View

View from passenger side of windshield



Detail of corner of windshield frame showing method of joining top part of frame and bottom member.

Caution!!!

Screw must be cut off such that it does not penetrate far enough to touch the edge of glass. *It will crack glass if it barely touches it.*

See attached write-up for additional details

Drawing by:
Bill Lieske
June 12, 1993

Squire SS-100 Windshield Details