



CLBCOM 38
August-September 1993

SQUIRE SS-100 REGISTRY

Please forgive the lack of a newsletter in August but there was just nothing to report. If the rest of you have anything to contribute please write it up or just call me and I'll get it in.

Member Tim Sharon (Los Angeles) has additional automotive interests beside his Squire. He has a number of Rolls-Royces and last year he picked up an antique Packard Dual-Cowl Phaeton which he has restored working alone. Last month he entered it in the Pebble Beach Concours, probably the most prestigious automobile show in the USA, and he took Second Place in his class, competing against dozens of cars that have been professionally restored. Good on 'ya, Tim.

Good news for those of us who have manual transmissions in our Squires. I have bemoaned the fact that Ford made no visible drain plugs in the manual trannys in our cars and I have dipped a twig in mine and withdrew what looked like black strap molasses that had been boiled down. I suspect it is the same 90wt. gear oil that Intermeccanica installed in Italy. I have been investigating the possibility of changing the gear ratio in mine in preparation for a long highway trip and in the process discovered this: The manual tranny in our cars is composed of three pieces I.E., the bell housing in front, the actual gear case in the center and the tail piece. The tail piece is bolted to the gear case by five bolts in a shield pattern and the bottom bolt is a "drill-thru". In other words, when you remove the bottom bolt the hole goes all the way thru and it neatly drains the gear case. It's a messy job however and I suggest you let a service station do it for you. Those of you with automatic trannys are much better off to let a professional shop do yours because in addition to being a mess you have to drop the pan and install a new filter and gasket or RTV seal. At that point they can also inspect and make any necessary adjustments.

In CLBCOM 36 (June '93), Paragraph 3, we talked a little about using an anti-sieze lubricant between the wheel and the splined hub. The reason for this is that both parts are high-carbon steel and when subjected to moisture they rust very easily, especially when the wheel is not removed over long periods of time. This electrolytic bonding can destroy both wheel and hub, a very costly mishap if you can replace them at all. A lube that works well is Permatex Anti-Sieze Lubricant #133-K (\$7.99 for 8oz. here in Phoenix), available at most automotive parts stores. WARNING: This stuff is a super mess. It will not wash out of your clothes and you have to wear it off your skin. Treat it accordingly.

This is the start of page two and what appears to be a whole new rewrite of the Squire SS-100 history - at least as far as the Sales & Distribution is concerned. In CLBCOM 35 I reported that my Squire would be written up in the October issue of Kit Car Illustrated. My copy had not been delivered yet but apparently some advance copies had been sent out to the trade and showed up at at least one car show in New Orleans.

One evening (September 5th.) my phone rang and a gentleman named David B. Kaufman called from New Orleans and introduced himself. He had seen the new issue of KCI that contained the before mentioned article and wanted us to know that he still had his personal Squire tucked away in a warehouse where it has been stored for years while he made up his mind to rebuild it. He also told me he had been responsible for the sale of most of the Squires that were sold. Yep! You guessed it. This is the same D.B. Kaufman Co., Purveyor Of Fine Cars, that we have heard so much about-including that he was bankrupt, ect. We talked for over an hour and a very encapsulated version follows.

According to Kaufman, he has dealt in quality automobiles for many years. He handles the Rolls-Royce and has had a hand in countless component car ventures including the English built Cougar and some more projects which are on-going. In the mid '70s a friend of his purchased a Squire on the East Coast and drove it to New Orleans. Kaufman saw it and at once recognized the sales potential. Remember, this was some time before the kit car craze started. He called Ed Felbin in Philadelphia and then flew up there to see him. He said that he and Felbin drove to an old barn about forty miles from the city where Felbin had stored the cars and there sat thirty seven Squires stored under clear plastic. They drove back to town and sat down at the hotel and hammered out a deal. Kaufman agreed to purchase five on the spot and took an option on the other thirty two. He then sold the balance in lots of three to five to other dealers around the country. Three were sold to Classic Motor Carriges in Miami where the technology was copied for the Gazelle kit car that went on to become the biggest seller in the world of replicas. Three more were sold to Clenet in California for the same purpose. Kaufman said he wished there had been five hundred instead of fifty because he could have sold all of them.

By coincidence I am scheduled to attend a Marine Corps reunion in New Orleans the first weekend in October and I plan to spend a little time with Mr Kaufman. I have asked him to furnish us the facts of his part of the Squire chronology and once received I'll make them a part of the Squire written history. Ye Gods!! Yet another Squire fable exposed. One of these days we'll get it right. David Kaufman is going to split his sides laughing when he reads the combined newsletter binder and all the incorrect crapola we have accumulated so far.

Member Warren Hagen (Car # 7) in Destin, Florida is a retired law enforcement officer from Milwaukee, Wisconsin. He has had some ongoing health problems lately but keeps doggedly churning away at the restoration of his Squire. He called recently to say he is feeling much better and he had some questions about dashboard switches and their functions and the wiring in general. He also delighted me by saying he had a source that could possibly help us locate some of the still-missing Squires. Great news!! More on this as it develops.

As an afterthought, Warren's questions about the functions of the switches reminds me that some of the dashboards on our Squires were pretty well rearranged before coming into the hands of the present owner and an article on the original function of each switch is most likely in order. After asking lots of questions of the other owners I believe I have restored my switches to function as they did when they left the factory. I'll get that into an up-coming issue soon.

The beforementioned article on my Squire in the October 1993 issue of Kit Car Illustrated is now on the newstands. KCI magazine does not have a large circulation and is sometimes difficult to locate but you can usually find one at the larger bookstores that have a magazine section. A number of our members have called to say they enjoyed the color photos and I suspect a copy may repose well in your Squire SS-100 file. The article was written by Jack Frost on information supplied by me but the photos were taken in the late afternoon of a typical bright sunny day in Laughlin, Nevada by Bill Moore, the Editor of KCI. Bill got more than a little frustrated because my chromework is so reflective we had to re-position the car for each shot and he wound up using every lens filter he owned. My ONLY dissapointment is that the Brooklands Racing Screens that I installed just behind the windshield just barely show up.

I try to end each letter on a high note so I'll mention here that both Bill Lieske (Phoenix) and I have replaced the plexiglass in our windwings with Lexan, one of the space-age scratch resistant plastics and that project was so successful that Bill is currently sawing out new Lexan slide windows for our side curtains. Removal of the old plexiglass must be done very carefully so you have an exact pattern for the replacement. You can purchase Lexan (or any of a half dozen acceptable members of the plastic family) at a plastics distributor that you can find in the Yellow Pages and most of them have a little side department that will saw your pieces to size, polish the edges and drill any necessary holes. I suppose I should discuss removal of the old plexiglass here.

To remove the old windwing, first carefully remove the retaining bolt drilled thru the glass for the windwing latch. (Whatever you do, dont lose these latch parts. They are one-of-a-kind and only replaceable if you know someone in the machine shop business. Ouch!). I soaked down the felt retainer on mine with WD-40 for a couple of days before removal and then gently coaxed the old glass out a little at a time. Those old felt retainers dont seem to be available anymore so after cutting, polishing the exposed edge and drilling you can re-install the wing by overfilling the channel with a tube of G.E. Silicone-2. As you insert the new wing in the channel the surplus silicone will squeeze out and set up and after twenty four hours you can trim away the excess with a single edge razor blade or E-Xato tool. WARNING: These new plastics can be cut on a band saw just like wood but polishing the rear edge should be done with a felt wheel and jewelers rouge or ZAM. Drilling can be tricky and cause cracks and should be done with an on-size burr or very sharp drill bit and the rear of the plastic area to be drilled should be backed up with a piece of wood. My advice would be to leave the factory installed protective paper cover on the new glass until just before final instalation.

The side curtains present a new set of advice. Plexiglass removal is achieved by gripping each piece in the center and forcing an arch, slipping it out of the channel. Those of you in cooler climates should be extra careful because the plastic becomes hard and brittle when cold and can crack or even shatter when forced and you lose your pattern. A suggestion would be to make this a two person job in a warm room, one to hold down the curtain and heat the plexiglass with a good hair dryer just hot enough to touch and the second to force the plexiglass out. I don't have to warn you about not OVER heating the plexiglass but I'll do it anyhow. Replacement is achieved the same way but I believe the newer plastics are a little more flexible and a little easier to work with. As of this writing a final decision has not been made on how to move the glass once reinstalled but I dont think we will re-cut the little finger grooves. They dont work well. I suspect we will install a little handle like a chrome or brass drawer pull.

More next month. Regards to all -

Art Hall