

SQUIRE SS-100 REGISTRY

CLBCOM 39
OCTOBER, 1993

As forecast in Clbcom 38, my wife and I attended a military reunion in New Orleans and while there I spent an afternoon with Dave and Jean Kaufman. I was fortunate to be invited to view Dave's collection of rare automobiles at his warehouse in the Algiers section of town and to my delight some large color photographs of Squires adorn the walls. These photos were leftover from the layouts Dave used in national advertisements when he was merchandising the thirty seven Squires that he handled. He also pointed out that he never throws automotive related paperwork away and somewhere he has a large carton containing the rest of the photos used in the layouts plus the sales records for the Squires that he bought and resold. He said his records clearly record each cars serial number plus color and transmission type which would make very interesting reading. When time permits he has promised to locate and share some of this material with us. The Kaufmans are now members of the Registry but Dave's personal Squire is stored in a body shop near Baton Rouge where it has been for some years while he made up his mind just how to restore it. He has also misplaced the title and could not recall the serial number but will share that when he locates it. Dave pointed out that I erred a little in Clbcom 38 in that his first purchase of Squires from Ed Felbin was seven rather than five and the English roadster he was involved with is spelled Kougar, not Cougar. To avoid further reporting errors Dave has promised to furnish us with a written outline of his involvement in the Squire history and that will show up in a later issue.

Exciting news! Ben Cunningham & Gloria Davis had purchased one of the Mac Gregor conversion Squires that had to be counted among the "walking wounded" and Ben has been quietly plugging away at the restoration. He has just sent me some photos and a word description of work completed and in progress. I have reproduced them with this issue for your admiration. Wow! They have done in a few months what many of us have been talking about for the past five years. I'm impressed but let me be the first to ask "With the wind wings removed to facilitate tilting the windshield what will you do with the gap between the windshield and the side curtain when installed?". The complete front end conversion to Mustang 2 is also enlightening. Would it be possible to share a dimension print with the rest of us, Ben?

Almost as a joke I wrote to the du Pont Registry and asked them for a free photo listing to aid in our Squire search. Go to a newsstand and look at page 127 of the Nov. '93 issue. How lucky can we get? Mr du Pont is now one of my heroes-for-life. What more can I say.

Our luck is still holding with new members so please meet Chris Thomas of 39 E. Dayton Hill Road - Wallingford, CT 06492. Phone Area 203+269-2776. Chris owns Chassis #11006525 which is yellow with an automatic transmission and 7,700 miles. When he sent me his completed questionnaire he included a cover letter which I've got to share with you as follows -

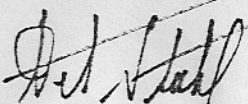
"Dear Arthur:

Twenty years ago I went with my Father (Charles Thomas) to Philadelphia to get his mid-life crisis car, a bright yellow Squire SS-100. We went to a very ritzy townhouse and met there two of the directors of Autosport Importers, one of whom was introduced as the head of AMC-Canada. The car came back to Wallingford, CT and I believe it was one of the first seven sold in the USA. My Dad pampered that car and the only casualty it suffered was when our St. Bernard ate the wheel cover. My Father died a few years later and we covered the car and put it in the corner of the garage for the next sixteen years. In 1991 I prepared the car to be driven again and I'm happy to join the Squire SS-100 Registry.

Sincerely: Chris Thomas".

Welcome Chris, we're very happy to have you with us.

In the past few years I have heard more than one Registry member comment that they had observed, or some mechanic had told them that the front brake drum on the Squire did not fit right and had no cotter pin thru the spindle to keep the retaining nut from loosening. This month we found out why. In relining the brakes on Bill Lieske's almost restored Squire this condition was noticed. Without getting into all the investigative details, both his front wheels had the correct roller bearings but the wrong bearing race. In order to fit and perform properly both the inner and outer bearing and race are furnished in matched pairs and must meet evenly front to back. The '72 Ford Maverick spec calls for the inner bearing to be # L68149 and matching race and the outer bearing call out is # LM12749 and race. Lieske's car had the correct roller bearings but the inner race number was LM67010 and the outer LL11910, both wrong but now fixed. The incorrect races on Bill's car kept the roller bearing from seating "home" on both sides by about 3/32" for a total 3/16". This caused two undesirable side effects. (A) The brakedrum could not seat completely and achieve complete contact between brakeshoe and drum and (B) The drum would not seat deep enough to install a cotter key in the spindle to retain the securing nut with the possibility that the nut could work loose with the loss of a wheel. I know that many of you are not "mechanical" so take this paragraph to a good front end shop and have them read it and then check yours out. That's also a good time to repack your bearings and have the brakeshoes adjusted or replaced and if everything in sight needs to be replaced you are still not looking at a huge repair charge. I would like to hear from those of you who found this incorrect situation to exist. NEXT MONTH: Selecting the correct brake shoe.



GENERAL:

The car was in good driving condition when I purchased it from Bob Stroot in Inglewood Florida in 1991. It has bad white paint over original red. The original top and side curtains are complete although in poor condition.

I have had little time or money to work on the car but have started an "on the chassis" restoration as follows.

My direction is to preserve as much of the Squire as possible while getting it in good condition technically and more authentic in appearance as a 1930's roadster. (lights and things)

CHASSIS:

The teflon bushings in the front suspension retired suddenly of old age and after much deliberation and in view of the poor quality of the workmanship of the other parts, I have replaced all of the front suspension with a complete Mustang II suspension.

- * the car is now level
- * the suspension is quiet
- * the handling is improved.
- * disc brakes have replaced the drums (which did not match the hubs, these should be checked on other Squires)
- * rack and pinion steering is a pleasure
- * the wheel base is now 108 instead of 111".
- * the turning circle has been reduced considerably
- * the track is reduced slightly which improves the appearance
- * the Mustang cross member adds beef to the frame and this together with added welded tabs at the engine mounts, box section restored where the steering box was removed, and the torsion bars removed should solve the twist/fatigue problem at the engine mounts.

the next work will be the rear shocks and springs.

**DRIVE
TRAIN:**

Mainly cleaning. The engine compression tests well and even. I have added an electric fuel pump. A chrome plated valve cover is installed and the block has been painted Ford blue.

The car needs a new shifter for the automatic transmission.

BODY:

The car had the spare wheel mounted crudely in a large hole in the right fender. The spare has been relocated to the rear. The new mount was fabricated using an XKE hub which fits the Squire wheels. The hole has been filled and I am in the process of filling the taillight holes and hundreds of other small ones. The fiberglass work is not of high quality. The front "wings" are especially weak and I plan to reinforce this area. While doing this the radius front of the wheel center will be made constant to the hub center as an appearance item. We have discovered that the body is mounted skewed with the right side forward about 1/2 inch and to port about 1/2 inch.

The rear louvers on the hood and sides have been made functional. The glass cuts like butter with a grinder using a cutting wheel.

Hope to have silver paint and a new black top and tonneau by the end of the year.

HARDWARE:

Chrome Plated Brass Headlamps from a 1931 Hupmobile (11" dia) have been installed and look right. I am still sorting out the mounts for the halogen bulbs but the lights work very well and are very close to the late Jaguar SS 100 headlamps in appearance.

A 15" Motolita steering wheel, four spoke with polished aluminum center and black leather rim is installed. The size and appearance are much closer to the 30's cars.

Folding windshield brackets have been fabricated of aluminum. The original windshield and parts of the original brackets are utilized. The car looks great with the windshield lowered forward and two other positions are available, original and "boy racer" which provides a more steeply slanted windshield, similar to many of the 30's roadsters. Windshield wipers are not solved.

We are experimenting with some engraved aluminum badges, "the prancing bull" of Intermecanica and others. Results are mixed, still looking for the right design and material.

A new license bracket is being fabricated which will integrate with the spare wheel on centerline.

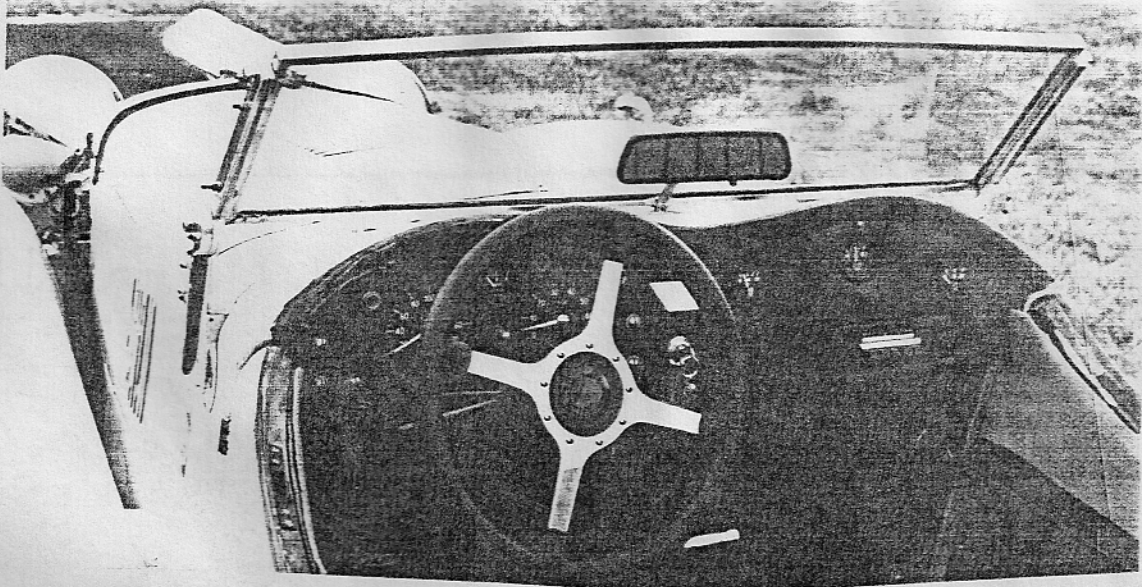
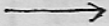
ELECTRICS:

The wiring is a mess. In moving the ignition key to the center of the dash I was able to sort out some of it.

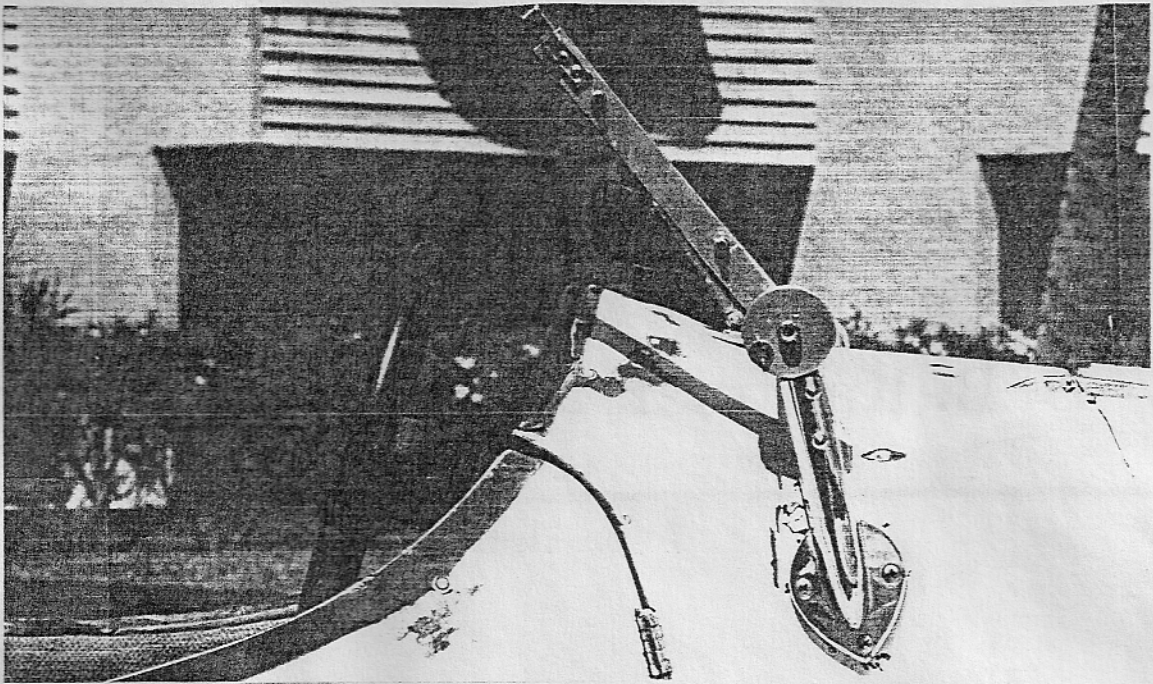
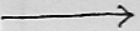
INTERIOR:

Black vinyl. The seats need rebuilding or replacing. The headrests have been removed.

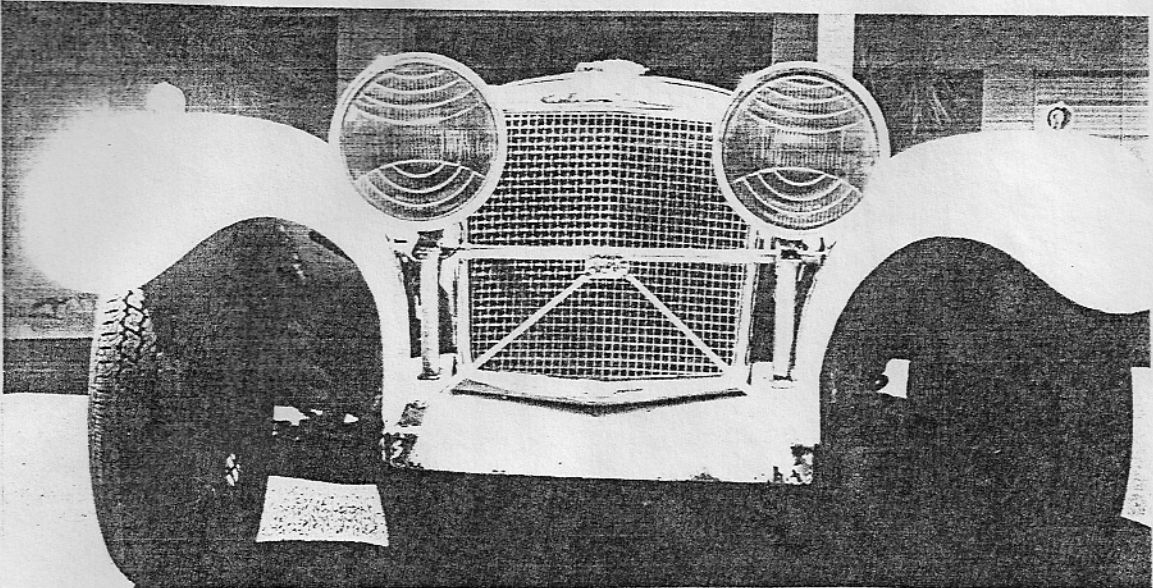
STEERING
WHEEL



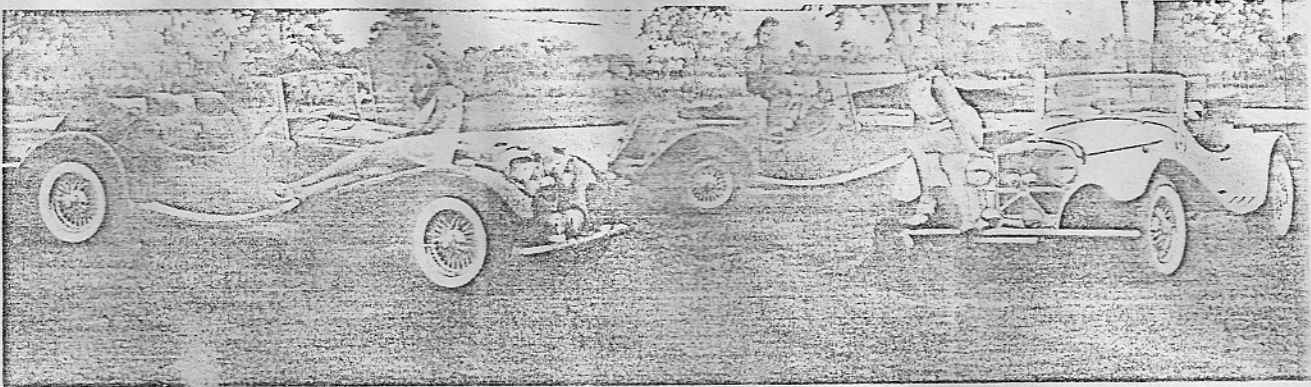
WINDSHIELD
TILT



HEADLIGHTS



GUNNINGHAM-DAVIS CONVERSION. OCTOBER 1993
CHASSIS # 11016525



Squire SS-100

A Faithful Dog, A Good Woman and A Fast Car
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D. B. Kaufman and Company, Ltd.

2700 Sharon Street

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JULY ISSUE 1975

One of the ads from Car & Parts that
Dave Kaufman used to merchandise Squires
on a national level. July 1975