

Squire SS-100 Registry

CLBCOM 40
NOVEMBER 1993

The continuing effort to locate the missing Squires struck pay dirt once again. Meet Nick and Caroline Cuneo of 35 Amherst Road - Port Washington, NY 11050. Home: Area 516+767-0122. They own Chassis #11002525 or the second one made and it's red & automatic. In a phone chat Nick admitted that other than knowing how to put gas in the tank he "just ain't mechanical". That's OK Nick! That's what this newsletter is all about - to avoid having some garage install Ford parts but charge you at the Bugatti level. Welcome aboard.

Member Warren Hagen of Destin, Florida has picked a winner. He has located Bayless, Inc. of 1111 Via Bayless-Marietta, GA 30066-2770. Phone 800+241-1446. This firm stocks older Fiat parts and Warren purchased our hard-to-locate round tail-light lens that was used on the Fiat 850 Sedan (and also a couple of Ferraris) at \$14.95 each, the complete tail-light assembly at \$45.00 each. He also purchased a steering column switch assembly and I quote from his letter "The steering column switch assembly includes both switches and all plastic trim from the shaft out, dash to steering wheel. It needed a little filing to fit into the lock assembly. \$85.00 for the whole assembly or \$45.00 for a switch. The assembly is all together and ready to slide into the ignition lock. These parts are used on the Fiat 600 series". Thanks, Warren. This is exactly the kind of parts location information our membership is looking for. (Invoice copy added)

Again, along those lines, member Ben Cunningham has advised by phone that the hard-to-find Lucas round body wiper motors are available in used condition from Dennis Day, owner of Classic Auto British Car Parts of 8820 66th. St.- North Pinellas Park, FL 34666 Phone 813+547-9388. Ben advises that Mr. Day will not sell just the motor alone but the entire wiper assembly to include the gear box, tubes and cable, wheelbox, ect. Thanks again, Ben.

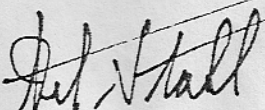
In Clbcom 38 (Aug.-Sept.'93) I reported on how to drain the manual transmission. We have since learned that the method of draining the differential (rear end) on all the Squires is similar. The lowest bolt on the left side of the gear case, where it attaches to the drive shaft, is another "drill-thru" and when removed allows the differential to drain itself. We drained and refilled Bill Lieske's and the old lubricant was so gummy and thick that it dripped like tar so that after two or three hours it was still half full and a gentle application of compressed air was needed at the filler hole to push the balance out and some of that was "clotted". What a mess!! Believe me, this is a job that I would turn over to a professional lubrication specialist.

I promised in the last newsletter to talk a little about brake lining. One of the most often heard complaints about the Squire is the energy required to push the brake pedal and I know that one of the reasons is the fact that to a man, we get out of our new cars that all have power-assisted brakes and for a few minutes at least, have to re-adjust to pushing plain old hydraulic brakes. Another probable reason is that the Ford self-adjusting brakes that our cars are equipped with do not always perform right up to snuff and the brake shoes should be adjusted manually and the master cylinder checked and topped off from time-to-time. Unless you have a real "feel" for brake adjustment I would guess this is another candidate for a professional brake shop. Regarding the lining, we have recently found out that "the best" is not always the best. When relining his brakes, Bill Lieske (Phoenix) had purchased top shelf parts, rivited shoes fitted with no-asbestos, metal added linings. After installation you almost had to stand up on the pedal to stop the car. Without getting into all the details it was decided to remove the expensive brake shoes and re-install much cheaper bonded brake shoes with a "soft" finish. The result was satisfactory and it is our opinion, not necessarily shared by a brake expert, that the more expensive brake shoes have a "hard" finish and are intended for power-assisted brakes while the less expensive bonded shoes with a softer finish give you better stopping power for energy expended.

And once again - meet Warren & Jeanne Moore of 33 Harned Drive - Centerport, NY 11721. Area 516+757-0174. They own Chassis 11023525 which is white with an automatic transmission and 8,000 total miles. You fellows on Long Island can soon have your own drive-in reunion. Warren wrote a nifty note with his membership application as follows: "Dear Arthur: It was a pleasant suprise to hear about the Squire Registry. We've owned this one since 1978 and are the second owners. When I purchased it I was restoring a 1929 ChrisCraft Commuter (all varnished mahogany) and was looking for an MG-TF. Each one had wood rot in the body frame. Not another project!! I bought the Squire as a temporary roadster & 15 years later it still occupies a dusty space deep in the bowels of my garage. As a member of the Antique & Classic Boat Society I love organizations devoted to maintaining "neat stuff". We're looking forward to the newsletters". Welcome to the Moore's. You are now another honored member of the Registry.

For those of you that phone me from time to time, now that Daylight Savings Time has expired for the year, Arizona is back on Mountain Standard Time.

Finally, also attached is a (poor) reproduction of a full page ad that member Dave Kaufman ran in Hemming's of August, 1975. Neat!!





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 FAX: 404-928-1342

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INVOICE **1440**

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Warren Hagen
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904/837-3508

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