

Squire SS-100 Registry

CLBCOM 44
March 1994

A few of the members have contacted me over a period of time, commenting on how hard their Squire rode and wondering if I had a solution. I recently had another call on the same subject and that reminded me of a conversation I had with Dave Kaufman when I visited his home and shop in New Orleans last October. You will recall that Dave is the gentleman who merchandised most of the Squires once Ed Felbin had them transported to the USA. Forgetting some of the details, I called Dave and he repeated the following.

When Ed Felbin was putting the Squires together he wanted to use the best European parts available at that time and he contracted for Pirelli Cinturato 205/15 Radials, a good choice for a heavy car and 100,000 usage but not so great for the Squire SS-100 because it not only made them ride like a buckboard, they also did not "handle" right. In addition, Dave said, with a laugh, that he could tell how many miles were on the Squire by the amount of cracks in the fiberglass. He detected 1,000 mile cracks, 2,000 mile cracks and by 3,000 miles the some of the fenders started to separate. Dave solved this on some, but not all, of the cars by changing the tires before he sold them. He located a Pirelli dealer who was delighted to swap out five bias/ply belted L78/15 tires for the Pirelli's, mount them and give Dave fifty bucks to boot. That solved some of the cracking fiberglass problem and by using 25 lbs of air per tire, softened up the ride and made for better handling.

I have noted from the photos submitted that quite a few of you still have the original Pirelli tires mounted (and why not on a low mileage car) so if you want a softer ride you might consider a tire change. I removed the Pirelli's from my Squire and mounted Michelin P205/75R-15 Steel Belted Radials (to which I added tubes) and with 27 lbs of air per tire I'm very happy with both ride and handling. Last, don't forget that your Squire SS-100 is a sports car designed for cornering and it most likely will never ride like a Buick. We have discussed shocks, torsion bar and spring loading problems in earlier letters that should give you some clues to a smoother ride.

Member John Manser (Long Island & Florida) reports that another source for the Fiat Series 600 steering column parts is - Peter of Roma Imported Car Center, 188 Medford Ave., Patchogue, NY 11772, Area 516+289-2440.

A couple of firsts happened this month. First, Bill Lieske and I entered our Squires in a local car show and won first and second place. Neat! Driving home the unthinkable happened. It rained. First time our cars have seen water since restoration. Honest.

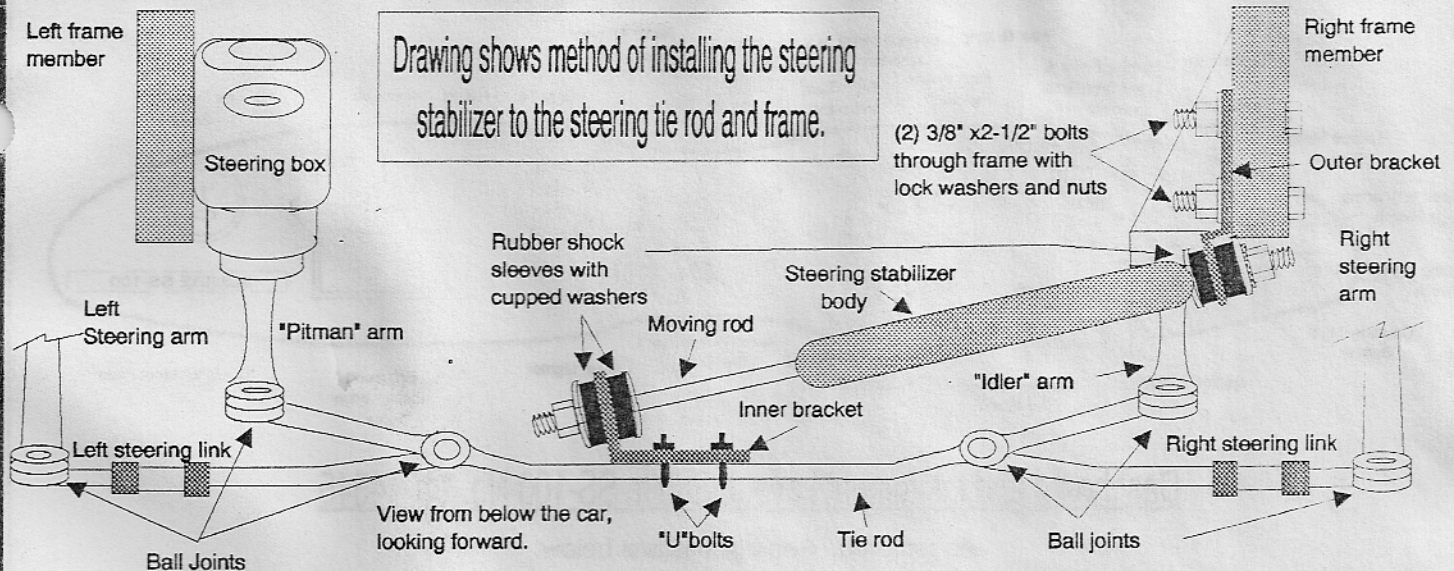
Also the first time I've ever used my wipers which leads me to the reason I am mentioning this at all, and something I should have mentioned a long time ago. My firm suggestion is to never use your windshield wipers on a dry windshield. If you must test them, coat the glass with Rain-X or WD-40, anything to make the glass slick. Otherwise, the coefficient of friction is so great that it will overheat and burn up the Lucas wiper motor. When I turned my wipers on, the blade on the passenger side hit the lip of the top and froze in place. I turned the wipers off, pulled over to the side and removed the entire wiper arm assembly from the passenger side and the remaining blade worked fine, although wiping an area somewhat smaller than I needed for full vision. On arriving home I found out why.

During the past few years I have removed the wiper arm assemblies a number of times and when I completed the particular project I was working on, simply slapped them back on. I just never noticed that the two wiper arms are not the same length, one being about 3/8" longer than the other and belonging on the driver side. Once I reversed them they both worked fine. Live and learn!!

Next, from Bill Lieske, is another discovery that could help some of you. When Bill and I were trailering his car home from Tupelo, Mississippi after he purchased it, we stopped in Dallas and spent a night with John Fulton. Bill took a test drive in John's Squire and enjoyed it but during our continuing drive home he mentioned that when he hit a bump John's car "hopped" to one side. He asked if mine did that and I replied in the negative. After restoration, Bill found that his pride-and-joy also had a nasty habit of doing the same thing - only worse! After some automotive detective work Bill has found a steering stabilizer solution and a complete "how-to" data sheet is included with this letter. So, if your Squire likes to "do its own thing" when you hit a bump you might consider the installation of a damper. What in the world did we do before Bill Lieske joined the group??

Last year, member Bob Murray (Durham, NC) purchased a Squire that had to be classed among the "badly wounded", almost beyond restoration, and he has not done much with it. This year, member Eleanor Wade (Naples, FL) decided that without being garaged, her Squire was taking a beating from the Florida weather and she put it up for sale for the good of the car. A few of our members looked at it but Bob Murray has purchased it, towed it home and Chassis # 21 now resides in Durham. We'll say goodbye to Eleanor here and wish her well in the future. Next month I'll explain what happened to her car while on consignment at a used classic car lot.

Also enclosed is some more from Bill Lieske and one of Dave Kaufman's original ads placed in "Old Cars", July 1975.



INSTALLATION OF A STEERING STABILIZER SYSTEM ON THE SQUIRE SS-100

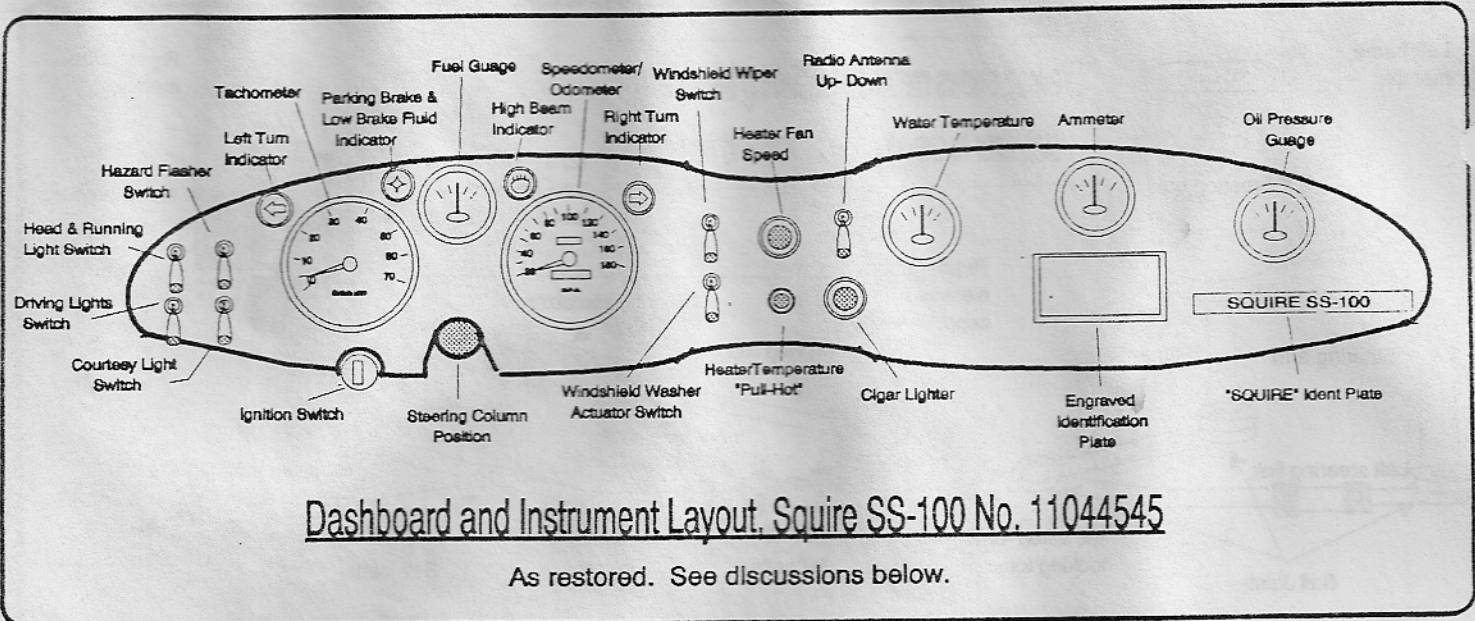
My Squire had a nasty habit of reacting to bumps and ruts in the road by sharply darting either left or right, particularly when hitting a bump in a turn. This persisted even after attention by two alignment "experts." I decided to try correcting this problem through the installation of a steering damper. This has been *completely effective* in eliminating the previously bad steering and handling habits of the car!

The steering damper that I used was selected from the J. C. Whitney catalog No. 564R, Page 138. The kit Model No. is 55XX5096X. The one that I ordered was made for Ford light pickups and vans having *Twin I-Beam* front axles. This turned out to be a good choice. Established Ford dealers might also have these in stock or can order them.

Installation is quite simple, as follows:

1. With the vehicle on a hoist or on jack stands, turn the wheels straight forward.
2. Adjust the position of the moving rod of the stabilizer to approximate mid point of its travel
3. Install the inner bracket on the moving rod with the cupped washers and rubber bushings supplied.
4. Hold the cylinder in place and loosely install the "U" bolts (finger tighten) with the inner bracket near the left tie rod ball joint.
5. Prop the cylinder in its most suitable position and hold the outer bracket against the inside of the right frame member, just behind the cross piece that ties the front suspension brackets. Mark 2 of the 4 bolt hole positions on the inside of frame, then transfer these locations to the outside of the frame. Removing the right front wheel will make the next step easier.
6. Drill 3/8" dia. holes through the frame, as marked. Fasten the outer bracket with two (2) 3/8" x 2-1/2" bolts using lock washers at the inside, under the nuts. Fasten the fixed end of the cylinder using rubber bushings and hardware as shown.
7. Turn the wheels both right and left to be sure that everything clears, then tighten all nuts holding the cylinder. Place locking nuts at the the stud ends. Now, try out your Squire on a bumpy road. It should now handle much better, as mine did!

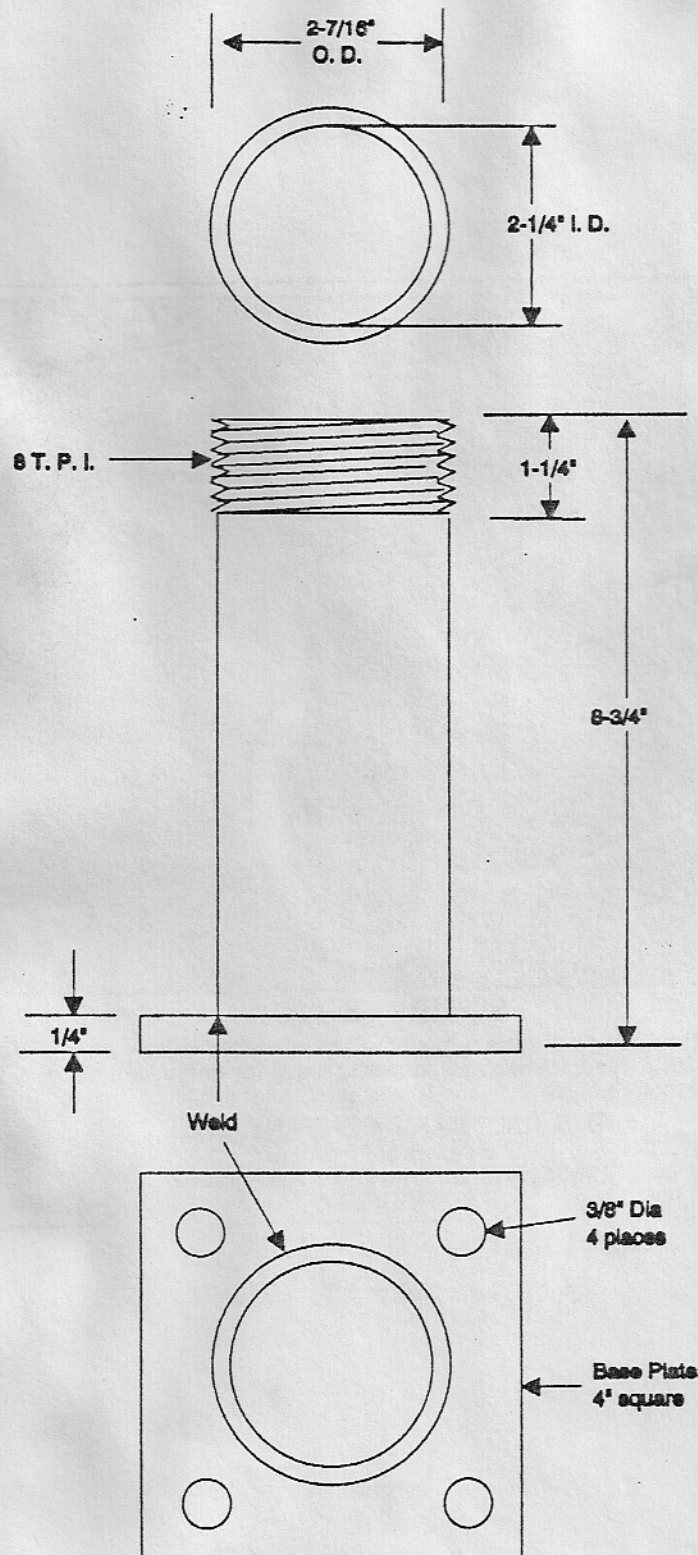
Prepared by:
Bill Lieske
February 2, 1994



Restoration process was accomplished as follows:

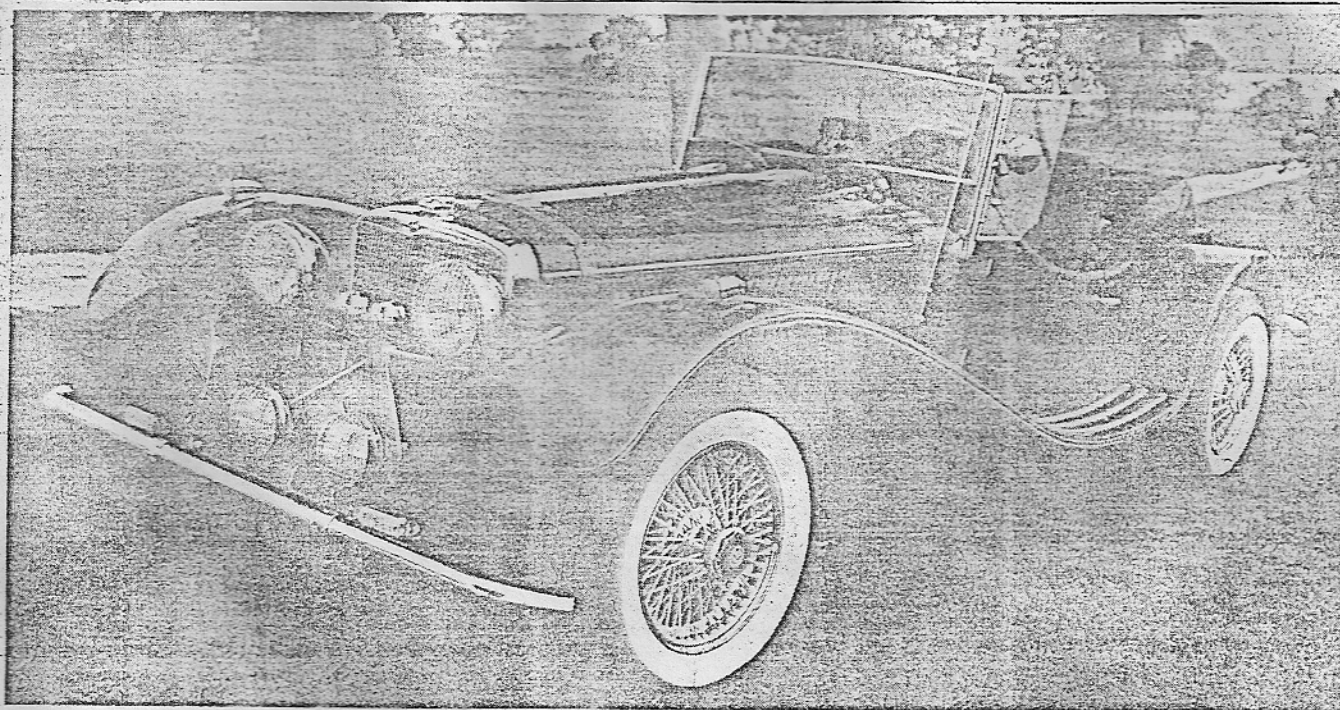
1. All instruments and switches (as found) were removed from the original sheet steel, plastic upholstery covered dash panel.
2. The original panel was used as a template to lay out a new dash plate on a piece of 1/4" thick aluminum plate. The outer shape was band-sawed to form and the larger holes for the tachometer, speedometer, fuel, coolant temperature, ammeter and oil pressure gauges 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



SPARE TIRE MOUNTING BRACKET For Squire SS-100

Bill Liska: August 2, 1993



SQUIRE SS-100

Romantic Red, Willing White & Youthful Yellow are the colors of our handcrafted in Italy with Ford drive train and full warranty by Ford. A beautiful replica of the 1936 Jaguar Roadster. In stock, ready for immediate delivery in both automatic and four-speed. Price \$12,500. Send \$5.00 for color photograph and fact sheet. Dealer inquiries invited.

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July 1 & July 15, 1975