

Squire SS-100 Registry

CLBCOM 46
May 1994

During a telephone conversation on another subject, Member Warren Hagen (Destin, FL) mentioned that for some time he had felt an oblong lump under the carpet covering the shelf just behind the driver's seat. Curiosity finally got the better of him and he carefully pried that portion of the carpet loose and discovered a brass plate that had his Squire's serial number stamped on it. He mentioned that he had also found the same number stamped on the door sill on the drivers side. Has anyone else found their car's serial number in some-such odd place? There are a few of us with missing original serial numbers that would just love to fill in that particular blank space. Warren also has one convertible top latch that has gone kaput and he would like to purchase one from another member who may have replaced the originals and still has the old one laying around. Contact Warren directly if you have one.

Tech-Data: There has been some continuing discussion about front shock absorbers and I have to admit that if a particular problem is not vexing me, I tend to not pay a great deal of attention to it. During a visit to Los Angeles some time ago, I pointed out to Member Tim Sharon that his Squire had no front shocks. So, Tim installed some first class gas filled shocks and then reported that the front end vibrated so badly that it almost took the steering wheel out of his hands. He removed the new shocks and the problem went away. It's his opinion that the problem was caused by two things; the length of stroke on the model shock he purchased and the fact that it was gas rather than hydraulic. Tim called recently and said he was doing some other front end repair on his Squire and wanted to know what I was using since my front end works just fine. In order to reply I had to remove one of my shocks and clean it up and I can now tell you that my car has Monroe-Matic #2067 hydraulic shocks, available at any Monroe dealer from either stock or by ordering. Sharon called back to say that he has purchased and installed a set of the Monroe #2067 shocks and the vibration problem is resolved. (I like to report good stuff like that).

Member Mark Offenbergs wrote to say he had picked up a Brooklands and Moto Lita catalog that list lots of items that look nice on a Squire. You can secure a copy of both catalogs by writing to:
Brooklands, Inc.

P.O. Box 4972

Ft. Lauderdale, FL 33338

Or, for those of you with a WATS line, call 305+764-7957 and request both catalogs. I have both of these catalogs and they do make a nice addition to your accessory library.

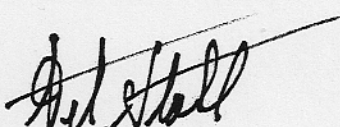
My trip to the Import, Kit & Replica Show at Carlisle, PA was a bang-up success. Lee Craft, his wife Lina and I drove over from Annapolis in about two and one half hours and met up with Mark Offenbergh from Long Island, NY, Ed Spielmann from Los Angeles, Bob Murray from Durham, NC and Charles Preston from York, PA who drove his impressive Squire SS-100 to the show and displayed it. The Carlisle show is getting bigger each year and Bob Murray has proposed that we try and meet there again next May with as many members as can possibly attend. Murray states that the show sponsors will set up a canopy for us and he is willing to make all the arrangements. More about this in future newsletters.

I departed the Carlisle show with Bob Murray and spent a few days in Durham making one Squire out of the two he has purchased in the past year. In the process something I have written about in these pages more than once hit home hard. The left rear wheel on the Squire that Bob purchased from Eleanor Wade had bonded itself to the spline drive with rust and NOTHING we did would loosen it. We soaked it in penetrating fluid for days, hooked up a three tine bearing puller and applied unbelievable pressure while we took a torch and heated the spline cherry red while pounding the puller end with a sledge hammer. When I departed Durham the (*-/ : ^ # ! @) was still in place and awaiting more drastic measures. You'll have to wait for the next newsletter to find out what happened but the worst case scenario will be the removal of the wheel with a plasma torch and pray that you also don't cut into the spline drive which would move from expensive to VERY expensive. Final report follows but let me say one more time; if you have not done so already, pull your wheels, clean off the old grease from the wheel and spline drive and apply a liberal coat of any good anti-seize lubricant before you re-install the wheels. If you're not a do-it-yourselfer, take your Squire to any good lubrication shop. Just be sure they use an anti-seize lubricant. Final advice on this subject: remember that the knock-off retaining nut on the passenger side loosens clockwise to the right.

For those of you who subscribe to Hemmings (or have a copy available - try your local library), check out the Feature Page (the slick page just inside the front cover) of the June '94 issue.

Enclosed this month is a copy of a kit-car disclaimer that Bill Lieske and I display on our cars at shows or even in parking lots. We have ours mounted in cheap little dime store frames. They are VERY EFFECTIVE and often head off dumb questions and generate further interest in the Squire SS-100. Try one out!

Last, the last of Dave Kaufman's national ads from Old Cars, 1975 and also the last installment of Bill Lieske's Squire #44 Saga.



The Saga of Squire SS-100 Serial No. 11044545

By:

Bill Lieske

I don't remember exactly when I stopped writing the monthly updates about the restoration of my Squire. During the latter part of 1992 I became quite involved in the workings of the family business and I was waiting for such things as refurbishing and painting of the body and the like, so the Squire project slid into the background for awhile.

Now that the car is 99% complete, looking good and running great, I can look back to the events leading up to this happy situation. There were a few disappointments along the way, but all in all the time, effort and money involved were well spent. I must commend the efforts of several people as well as taking some personal credit for the way that the car has turned out. A few words about the contributions of each follows.

After two false starts in having the body work done I was most fortunate to find Jack Kube. Jack is without a doubt among the very best fiberglass men to be found anywhere. He has made the molds and cast fiberglass car bodies, including Cobras, Porsche Spiders and many others. Not only that, he fits them to the chassis, does all of the detail work and is a superb painter.

We took my Squire body to Jack in Mid-November, 1992. He was finishing up a couple of other jobs and would work on the Squire hulk intermittently. He cut out the two body side panels with the imitation louvers so these areas and the hood could be properly worked on. The louvers were in such bad shape that every single one of them had to be re-formed through building up glass, sanding and filling numerous times. Finally the panels were re-glassed back in place. Each time that I would see the Squire body, it looked smoother and better defined. Early in March, Jack called and asked to have the chassis brought over so the body could be re-fitted to it and painted.

In mid-April the body restoration was complete and ready for paint. My wife, Lorene, has considerable talent as an artist, with a good eye for colors. Mostly under her urging, I agreed to a slightly off-white body color with a deep maroon or burgundy trim and top color. This color scheme is very close to Lorene's Cadillac Sedan DeVille and turned out to be an excellent choice for the Squire. So, Jack got the paint and on May 26th I brought the Squire with body in place back home. The body is truly as smooth as glass!

About that time, the weather turned hot - running a record number of days above 100 degrees. Despite this, I spent every available day and many evenings out in the back garage working on the car. Jack had glued resilient rubber strips along all frame surfaces that contact the body. The process of

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finding the proper mounting holes and getting everything bolted down in place took some thought and a lot of measuring, bending and drilling. Good Ol' Art Stahl spent several days helping out in those efforts.

I took the 1/4" thick aluminum dash plate that I had made to Terry Becker to have it machine turned. He used a 1" or larger specially sharpened milling cutter in his milling machine to do a super job. I bought a set of five premium radial tires with inner tubes, had them mounted on the wheels and spin balanced. The tire man checked all wheels for true and all were within .030" which was a bit of luck! Item by item, I installed the headlights, horns, driving lights, bumpers, tail lights, trim, windshield, etc., taking plenty of time and care to do these things right. I had to make a lot of parts to replace missing, broken or unsalvagable ones. Such things as spacers between the bumper brackets and the body, mounting spacers for the driving lights, etc., etc. Art had a nice pair of fiberglass bucket seats that had been given to him, and we found that they would fit in my Squire. A trip to a foreign car junk yard yielded seat mountings and adjustable runners plus a Toyota parking brake handle and mount. With some modification and spacers the seats were adapted to mount and adjust properly. (The original seats were rusted and rotted beyond repair.)

I got two new windshields cut to size, one for me and one for Art, as he had picked up a large rock chip in his. I installed Art's in his frame successfully then dropped mine and broke it! I made numerous trips to Checker Auto Parts, Auto Zone, Pep Boys and various hardware stores to pick up needed bolts, nuts, washers and metal screws. I used industrial grade zinc plated or stainless hardware throughout. After some four months of this routine, one Saturday afternoon I was able to start the engine, get things running fairly well and drive the car around my back yard. We have an acre of land and the back yard is large enough to make a circuit that turns out to be 2/10th mile long. I must have made 25 laps or so around there, giving my grandsons and the neighbor kids rides..... Put five miles on the odometer before getting it out on the street!

Finally, on September 9, 1993 I drove the car to the motor vehicle office, got it inspected, titled and licensed! The engine passed the smog test showing less than 10% of allowable emissions. After getting the license plate on, I took a 30-35 mile spin up North of where I live to *enjoy the results* of all the planning, waiting, work and money outlay. It ran quite well on these short trips, and I began to develop confidence in the machine as a roadable vehicle!

On September 14th, I took the car to Michael Valencia, a talented young upholsterer (who lives not far from Art's place). About a month later Mike had finished the job, and I couldn't have visualized a nicer treatment. As an example of his care and professionalism, Mike used inexpensive vinyl material to make a pattern top, and when he got it to fit right took it all apart as a true pattern for the final version that used \$42.00 per yard special fabric. His detail in cutting, fitting and the like is superb, throughout!

I secured some special ultra violet resistant plastic glass to make new wind wing and side window panels. Also made a set of window panels for Art, as his had become badly scratched due to mishandling before he got his Squire.

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Other interesting items include finding some chrome finished 2" wide "Truck Molding" for the two imitation straps at the back of the car and channel to make four running board tread strips on each side. A real break was finding the plastic insert for these strips in a color matching the upholstery!

A few problems bugged the car along the way. When I first filled the transmission with fluid, it began to leak about a cupful a week onto the garage floor. Called the transmission man and he told me to get underneath and tighten the bolts on the little reservoir pan on the bottom of the "tranny." This seemed to work until I had driven the car 60-75 miles then it got much worse. Leaked all over Mike's garage floor during the upholstery work! The final fix for this was to remove the pan, straighten it to correct the *overtightening*, get a new gasket and re-install the pan using *Blue RTV* as gasket sealant.

Also I had had the brake drums turned and bought a complete set of new brake shoes, master cylinder and wheel cylinders. Art and I had installed all of these and bled the brakes while we had the open chassis to work on. Still, I was unhappy with the brakes, requiring an inordinate amount of leg power and still not stopping well. A few other niggling things showed up: (1) on occasion, the main 25 amp. fuse for the lights would blow, (2) the hazard flasher quit working, (3) except for the ammeter none of the instruments would read accurately if they worked at all and (4) a few persistent squeaks in the front suspension could not be located.

Enter Mark Cervelli, a pal from the Arizona Kit Car Club days and an experienced all around auto mechanic. Mark also lives only a few blocks from Art Stahl, and we took the car over to him. Mark found that the lining that I had been sold was extremely hard bonded stuff, probably for power assisted braking systems. Also we had made a few errors in installing the brake shoes. An all day Saturday and most of the next day session followed, during which time many of those problems were identified and resolved. The fuse blowing was traced to the rear license plate light and cleared. The squeaks proved to be caused by rust under the metal sleeves between the alignment struts and the rubber strut retaining bushings. A dose of fine oil fixed this. A new heavy duty flasher fixed the hazard flash problem. Mark fixed the transmission fluid leak. More comments about the instruments later.....

A meeting of kit and specialty car clubs from Arizona and Southern California is held on the first weekend in November each year at Laughlin, Nevada and Art, Ed Speilman and I decided to rendezvous there. Before going on that trip, I took the car to a wheel alignment shop for what I *thought* was a professional alignment job. Art and I started out early on November 5th for the 200 - odd mile drive to Laughlin. I soon realized that at any speed over 45 MPH any bump in the road would cause the car to dart left or right, requiring a death grip on the steering wheel at all times. A very uncomfortable situation! I also thought that, through the considerable wind noise that the Squires produce, there were some various noises up in the engine compartment at speeds above 55 MPH or so, and particularly uphill. We made it to Laughlin OK, however.

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On returning, between the Laughlin-Bullhead City area toward Kingman, Arizona there is a 15 mile run of 6% grade. I could distinctly identify pre-ignition ("pinging" or spark knock) and stopped to retard the distributor about 3 degrees. This fixed the pinging, however, I noticed that the big 6 bladed variable pitch fan had also been just skimming the back of the radiator core at high engine revs, so I bent the blades back (using a set of channel locks) enough to stop that from happening.

Back on the road, after passing a couple of trucks and ducking back into line, I needed the brakes and *found the pedal to be almost to the floor!* After checking my underwear, I verified that the brakes were, indeed, almost gone. When we stopped at a favorite spot for pie and coffee I noticed that the tread on *both of my brand new front tires* was scuffed badly toward the inside.

We snapped off the brake master cylinder cover and both reservoirs were bone dry! While Art went into the little settlement of Wikieup looking for brake fluid, I crawled under the front end, loosened and rotated the left steering rod turnbuckle 3 turns to bring out the toe in. We filled the master cylinder and proceeded on down the road. *Viola!* The Squire steered and drove like a dream and the brakes worked much better again. Found out later that the master cylinder cover gasket had a flaw in it, allowing the fluid to waft away, over time. I went back to see the alignment guy and he swore up and down that he had set the toe-in "on that crummy car..." and accused me of hitting a chuckhole and wanting him to be responsible. I could have pressured him, to do something about the matter but have little time for ingrates like that. I just walked away from him, managing to control the impulse to commit bodily harm.....

Last week we took the car to a most competent young alignment man. He verified, after turning the toe in adjustment back to where the other guy had left it that it was towing in almost 1/2"! This caused the undue tire wear and tricky steering situation. I had "eye-balled" it to just a slight amount of tow-out. After this young man's ministrations on the front suspension the car now steers very well. He suggested that a steering damper would be a good idea for these front ends. I intend to look into this matter and will report any findings for a future newsletter.

Now, about the instruments. Recently at the local Manny, Moe and Jack's auto parts house I spotted some after-market instruments made by SUN-PRO. These instruments are 2" round and have the same general appearance as the original Jaeger instruments. I wanted to preserve the *Euro* symbols and the Intermeccanica logo. After carefully removing the bezels off both the old and new meters I found that I could remove the calibrated plates from the old meters and epoxy them behind the needle of the new ones. The scale calibrations now line up very well when reassembled, and look exactly as the original meters did. Since each meter (except for the fuel gauge) came with it's own sensor I installed the oil pressure and water temp. gauge and they read very accurately.

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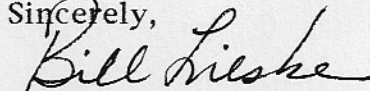
We had replaced the original gasoline level sender element, which was severely rusted, with a new one made by VDO Instruments, and the original guage didn't work with it at all. Since the SUN PRO meter movement has a series calibration potentiometer it was adjusted to read accurate at the empty and full marks. It reads a little high at 1/2 full, which is quite typical of most fuel guages. By the way, I bought what was supposed to be a matching VDO guage, and it, somehow, wouldn't indicate correctly!

So, except for a few more minor cosmetic details, Squire SS-100 #11044545 is now fully restored and in almost all ways is better than original. As of today, November 26, 1993, the odometer shows 1,025.3 miles since first restart. The car is a true pleasure to drive, with power and speed "to burn" and a real sports car feel. I will depart from tradition somewhat by installing an AM-FM Cassette Tape radio and a CB radio so that Art and I (at least) can keep in touch when on road trips and listen to the truckers, these to be in a little console forward of the floor shifter assembly and beneath the heater location. Since I have become addicted to their use, I have a cruise control kit that will be installed soon.

During some of the nice weather winter months here in the South-West Art and I plan to take some road trips. Can't think of a better way to while away retirement years. We both have matching, color coordinated trailers to haul along behind to hold luggage, tools and camping gear if appropriate. The combination of the super lines of the cars, one with bright red body and black trim, the other with white body and burgundy trim and the "cute" matching trailers on behind will cause a lot of heads to turn. Of course, Art and I are a bit too old to run around in these fancy cars "picking up girls!" But, we're not beyond taking a mature lady for a little spin..... Our wives, *of course!*

For those of you who have followed this little SAGA series, I trust that it has been interesting and, hopefully, valuable as to some of the sort of technical stuff. If anyone finds a Squire in the condition that mine was and elects a complete ground-up restoration, feel free to call or write if I can be of assistance. I will be most pleased to help out in any way that I can.

Sincerely,



Bill Lieske



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caps, rear axle parts, NOS or rebuilt
front shocks, 1900A, and 1900B, any
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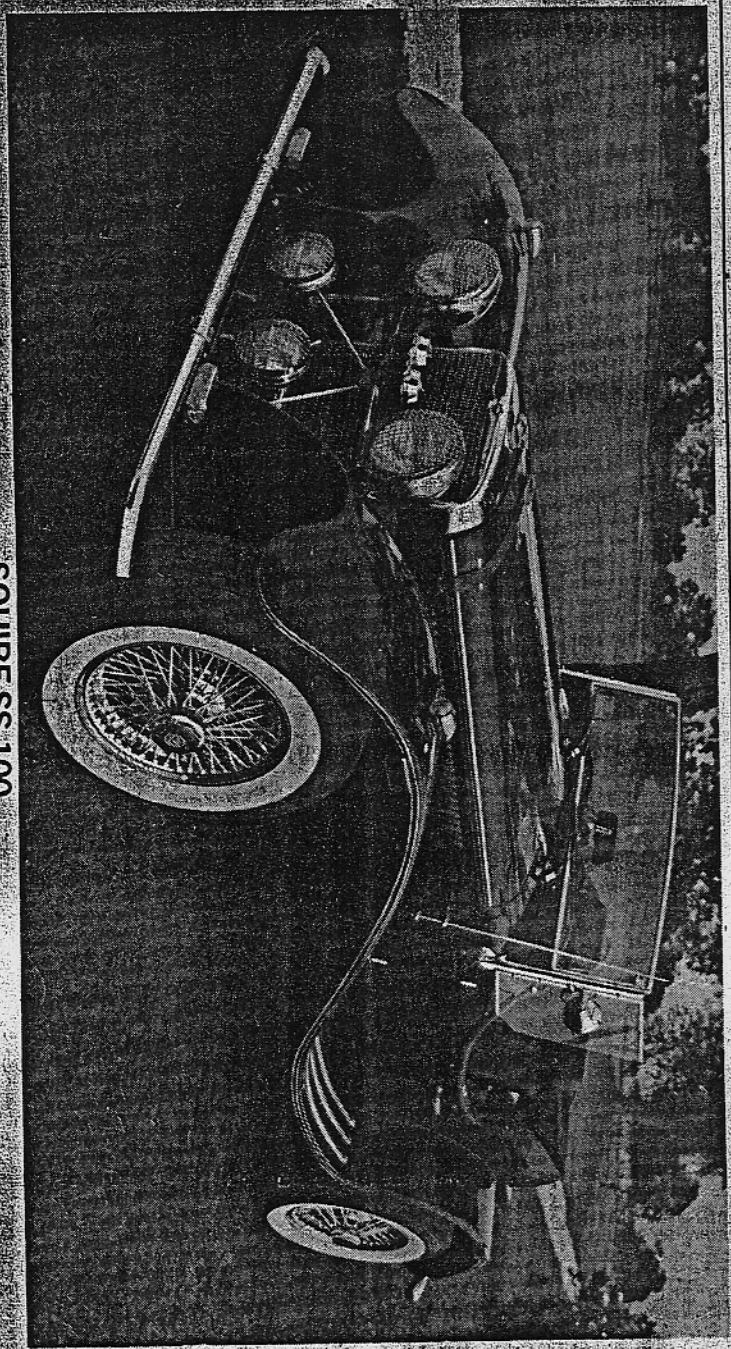
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Series 60: carb heat riser manifold,
hot water return manifold, Mercury
type radiator cap, chrome trunk rack
strips, cranehole cover, trunk (36" x
16" x 18"). Mac Blair, 3000 Warren Rd.,
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