

CLBCOM 50
SEPTEMBER, 1994

Squire SS-100 Registry

The first batch of Intermeccanica logo badges went very quickly and I have recieved a second batch which are now ready to ship on your order. \$4.00 each and they look GREAT.

A gentleman in Texas picked up my name from one of the magazines and called me recently to ask "Why would I enjoy owning a Squire SS-100". Since I was on his nickel I gave him a solid ten minutes on the "The Joy of Squire Ownership". After hanging up I reflected on the fact that possibly I could weed out some of the 'for profit' speculators and be a little more factual, maybe say something like, "If you really want to be an ENTHUSIAST you gotta want a car that's noisy as hell, cold in the Winter, hot in the Summer, rides like a buckboard, steers like a John Deere, stops like a lead-sled, has a turning radius like a loaded eighteen wheeler, gulps fuel like a Titan rocket and is really a hole in the garage roof into which you throw money". I guess that's what makes the rest of us ENTHUSIASTS.

Say hello to Wes & Eleanor Carlson of 42 Tamarack Road - Westwood, Mass. 02090. Area 617+762-0935. They have purchased Chassis #4 from Bob Beckwith of Cummaquid, MA just this month. Wes has retired as District Sales Rep for Stanley Tool Company in the Northeast. He plans to completely restore #4, which you may recall is the only known MacGregor Conversion survivor. We welcome the Carlson's to the Registry.

And yet another Squire has changed hands this month. Veteran member Bob Potter in Northern California had been feeling guilty because his Squire SS-100 has been sitting idle in his storage garage, parked among his other automotive treasures and moldering. He will keep his membership in the Registry however, because, as he says, "not only am I one of the first members, someday I may find another Squire collecting dust somewhere - and this time I'll drive it".

Bob Potter has sold his Squire (Sorry, I cant give you a chassis number because this vehicle is one of the few with a State assigned serial number) to his friend Richard Botto of Orinda, California. Richard is an automobile broker and President of the Alameda & Contra Costa Counties Chapter of the Independent Auto Dealers Association of California. However, he was quick to point out to me that "I am among the few dealers who like and enjoy cars". He plans to further improve an already nice Squire and give the car some frequent exercise. Richard and his wife Frances reside at: 83 Evergreen Drive - Orinda, CA 94563 - Home: Area 510+254-3695. We welcome the Botto's to the Squire SS-100 Registry.

By the way, Richard Botto has already pointed out something that we have been vaguely aware of for some time and have now remedied on the two Squires here in Arizona. I have included this information on the attached "Tech-Tip, Rear Axle Pressure Relief Valve".

A recent note from Rick Pompilii in Wallingford, PA indicates that he simply owns too many cars and something most likely should go. He will part with his Squire and interested parties should give him a call at home, Area 610+874-2489. It's red with a manual tranny and was last owned by member Bob Potter in the S.F. Bay Area.

In the past I have mentioned that some of our members have solved the rear end "bottoming-out" problem by installing adjustable air filled shock absorbers. I have personally used them on other vehicles with good results. Member Lee Craft has now given us the make and model number that his Squire came with when purchased. It is Gabriel Hi-Jackers #39105, available from stock or by ordering from your local auto parts store that handle the Gabriel line. Short of both you and your wife going on a diet this is most likely the simplest way of keeping your rear end (the Squire, that is), up where it belongs. You also have the advantage of changing the air pressure as your load goes up or down but you single fellows will have to be careful. Your Lady Love might catch on if you stop at the service station to jack up the shocks when she's in your Squire. If you decide to install a set of these shocks let me offer a tip dredged up from memory. Gabriel furnishes these shocks with plastic plumbing, both hose and fittings. When installing, do NOT over tighten the plastic fittings against the metal shock. Just snug them up securely because they strip out with too much pressure.

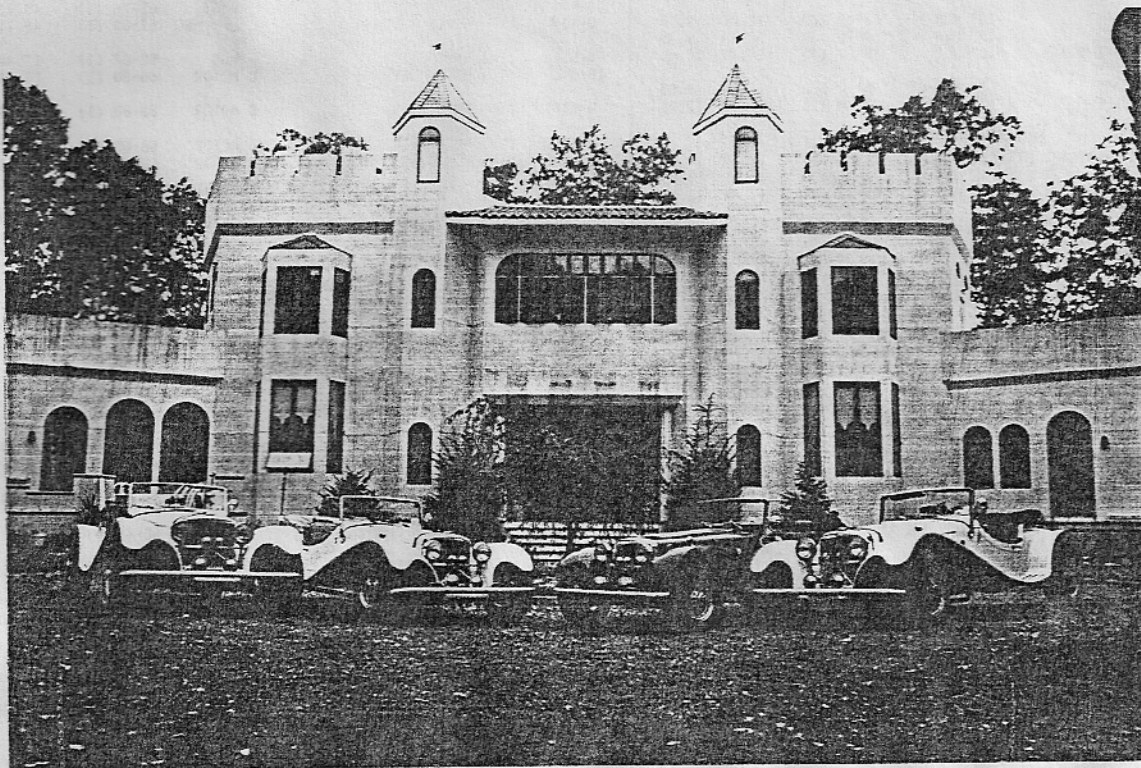
Members Warren Moore and Mark Offenbergl report that they have located a source for the big old fashioned bulbs used in the Squire fog lights. They are white, not yellow but that's OK. At least the damn things will work. They are made in Germany by OSRAM and the model number is #7301, 12V-45W. You can secure them from F. Paul Auto Parts, 469 E. Jericho Turnpike., Huntington Station, NY 11746. Phone 516+427-8573. Cost is \$4.85 ea plus S/H. I'll tell 'ya, it might be easier to call or write Mark Offenbergl and ask him to pick up what you need and UPS them to you. Hope you don't mind me volunteering for you, Mark?

And the good news just keeps pouring in. I have located a source for the round-bodied Lucas windshield wiper motors that some of you need. They also stock the other Lucas wiper parts you might need. I've called Victoria British Ltd. and they have all the stuff in stock. A parts data sheet complete with name, address and WATS number is enclosed.

The First Annual Eastern Squire SS-100 Sunday was held at the Offenbergs' estate on Long Island, New York on Sunday September 25th. and was a howling success by anybody's measurement. In attendance were Mark Offenbergs, Mike Sher, Warren Moore, Mike Lindgren, their ladies and their Squires. In addition, Bob Murray flew up from Durham, NC, I flew in from Phoenix and also making an appearance was ex-owner Joe Scotto who plans to acquire another Squire in the near future. Three other Long Island owners were not there for good reason. Nick Cuneo's Squire had both a flat and a dead battery, John Manser was in Florida and George Boulukos attended a wedding he could not ignore. Burnie Burnett from the Intermeccanica Owners Club attended plus lots of Marks car-lover friends. The only sad note of the day was the fact that Mark laid in enough catered food to feed the night shift at General Motors but we got so interested in playing cars that no one ate much. I finally went home to Phoenix when I got tired of eating left-overs but I believe we could have eaten them for another six weeks without going to the store.

In addition to having lots of fun and burning up loads of film, one other thing we discovered was that apparently no two Squires left the factory exactly the same way. Close inspection proves that you find one different light here, one different welded brace there, and so on. Mark Offenbergs is already talking about a rerun of this event next Fall and he and Bob Murray are planning a BIG Squire get together for the Carlisle Import Show in Carlisle, PA next Spring.

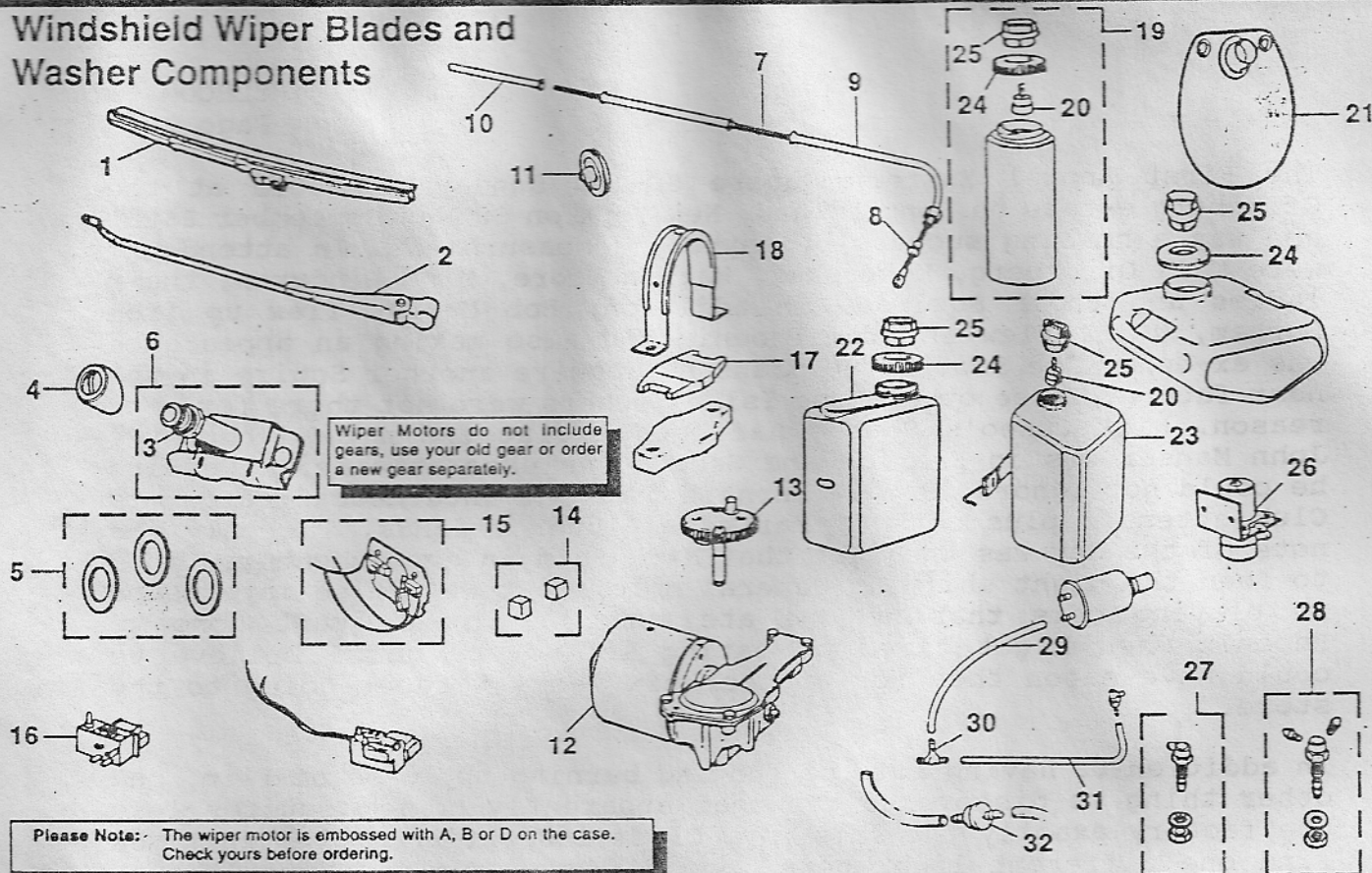
Below is a photo of the Eastern Annual Squire Sunday at the Sand Castle and also some good Squire Tech-Stuff. More news next month.



WINDSHIELD WIPERS & WASHERS

153

Windshield Wiper Blades and Washer Components



Please Note: The wiper motor is embossed with A, B or D on the case. Check yours before ordering.

PART ILL# DESCRIPTION AND APPLICATION RECD LIST SELL

WIPER BLADES: You only realize you need wiper blades when it is raining, you're following a diesel bus, and it's twelve midnight... Crash... or Oops! Buy a set for your car and set to store in your trunk for an emergency.

Wiper Blade

8-610	(1) WIPER BLADE BLK PLSTC 10" MGB MGC	62-80 2/3	8.69	6.95
8-612	WIPER BLADE BLK PLSTC 12" B/C-GT	65-75 2/3	12.44	9.95
9-9705	WIPER BLADE 10" MGB MGC	62-68 2/3	12.44	9.95
9-9714	WIPER BLADE 10" MGB MGC	69-72 (3)	12.44	9.95
9-9707	WIPER BLADE-BLACK 10" MGB	73-80 (3)	16.19	12.95
9-9713	WIPER BLADE "A" 13" B/C-GT	66-72 2/3	12.44	9.95
9-9710	WIPER BLADE 12" B-GT	73-74 (2)	16.19	12.95

Wiper Arm

18-601	(2) WIPER ARM-BAYONET STNLESS MGB MGC	62-68 (2)	18.69	14.95
18-602	WIPER ARM-BAYONET STNLESS MGB MGC	69-72 (3)	18.69	14.95
18-603	WIPER ARM-BAYONET BLACK MGB	73-80 (3)	17.44	13.95
18-604	WIPER ARM-BYNT "A" STNLS B/C-GT	66-72 2/3	18.69	14.95
18-605	WIPER ARM-BAYONET BLACK B-GT	73-74 (2)	17.44	13.95
0-672	(3) WIPER ARM NUT-6 SIDED B/C-GT	62-80 2/3	3.69	2.95
18-049	WIPER ARM NUT-8 SIDED B/C-GT	62-80 2/3	3.69	2.95

9-1005	(4) WIPER ARM BEZEL-CHROME MGB	62-80 (2)	7.44	5.95
9-839	(5) WIPER ARM GASKET SET MGB	62-69 (1)	2.81	2.25
9-839	WIPER ARM GASKET SET MGB	70-80 (1)	2.81	2.25
9-839	WIPER ARM GASKET SET MGC	67-69 (1)	2.81	2.25

Wheel Box

18-022	(6) WHEEL BOX MGB	62-80 2/3	56.19	44.95
18-020	WHEEL BOX B-GT	66-75 (2)	48.69	38.95

Wiper Cross Head Rack

9-6131	(7) WIPER CROSS HEAD RACK MGB MGC	62-80 (1)	24.94	19.95
0-436	WIPER CROSS HEAD RACK B-GT	66-75 (1)	28.69	22.95
9-6147	(8) FERRULE-MALE MGB	62-80 (1)	6.19	4.95

Note: "A" OE 5mm wiper blade and arm is no longer available for the 1966-68 MGB-GT and MGC-GT. 9-9713 and 18-604 will work properly, for the early model, if used together.

9-6152	(9) CASING-OUTER MGB	62-80 (1)	48.13	38.50
0-6600	(10) CASING-OUTER-SHORT MGB	62-80 (1)	3.69	2.95
0-161	(11) WIPER TUBE GROMMET B-GT	66-67 (1)	2.06	1.65
2-971-2	(12) WIPER MOTOR-REMAN \$20CORE MGB	62-67 (1)	224.94	179.95
0-404	WIPER MOTOR-NEW NO CORE MGB	68-80 (1)	156.19	124.95
0-404	WIPER MOTOR-NEW NO CORE B-GT	65-75 (1)	156.19	124.95
0-404	WIPER MOTOR-NEW NO CORE MGC	67-69 (1)	156.19	124.95
0-439	(13) WIPER MOTOR-GEAR MGB	68-80 (1)	49.75	39.80
0-439	WIPER MOTOR-GEAR B-GT	65-75 (1)	49.75	39.80
0-439	WIPER MOTOR-GEAR MGC	67-69 (1)	49.75	39.80
0-655	(14) BRUSH SET MGB	62-67 (1)	12.44	9.95
18-042	(15) BRUSH SET D MOTOR	68-80 (1)	28.69	22.95
9-6143	(16) PARKING SWITCH D MOTOR	68-80 (1)	16.19	12.95
9-6150	(17) MOUNTING PAD A/B/D MOTOR	68-80 (1)	7.44	5.95
9-6148	(18) MOUNTING STRAP A/B/D MOTOR	68-80 (1)	16.19	12.95

Fluid Container

10-237	(19) FLUID CONTAINER MGB	62-71 A/R	21.19	16.95
8-516	(20) FOOT VALVE MGB MGC	62-71 (1)	2.44	1.95
10-241	(21) FLUID CONTAINER MGB	72-74 (1)	37.44	29.95
10-242	(22) FLUID CONTAINER W/O CAP MGB	75-80 (1)	16.19	12.95
10-246	(23) FLUID CONTAINER MGC	67-69 (1)	68.69	54.95
2-316	(24) FILLER CAP MGB	62-80 (1)	4.31	3.45
0-025	(25) FILLER PLUG MGB MGC	62-80 (1)	2.81	2.25

Washer Pump

0-400	(26) WASHER PUMP-ELECTRIC MGB	68-80 (1)	31.19	24.95
0-877	(27) JET ASSEMBLY MGB	62-77 (2)	6.19	4.95
0-878	JET ASSEMBLY MGB	78-80 (2)	3.69	2.95
0-879	(28) JET ASSEMBLY B-GT	65-75 (1)	8.69	6.95
0-293	(29) TUBING-PUMP MGB	62-80 A/R	1.81	1.45
0-265	(30) TEE CONNECTOR MGB	62-67 (1)	2.06	1.65
0-266	TEE CONNECTOR MGB	68-80 (1)	2.31	1.85
0-292	(31) TUBING-TEE MGB	62-80 A/R	1.19	.95
0-2931	(32) LINE VALVE MGB MGC	62-75 (1)	2.44	1.95

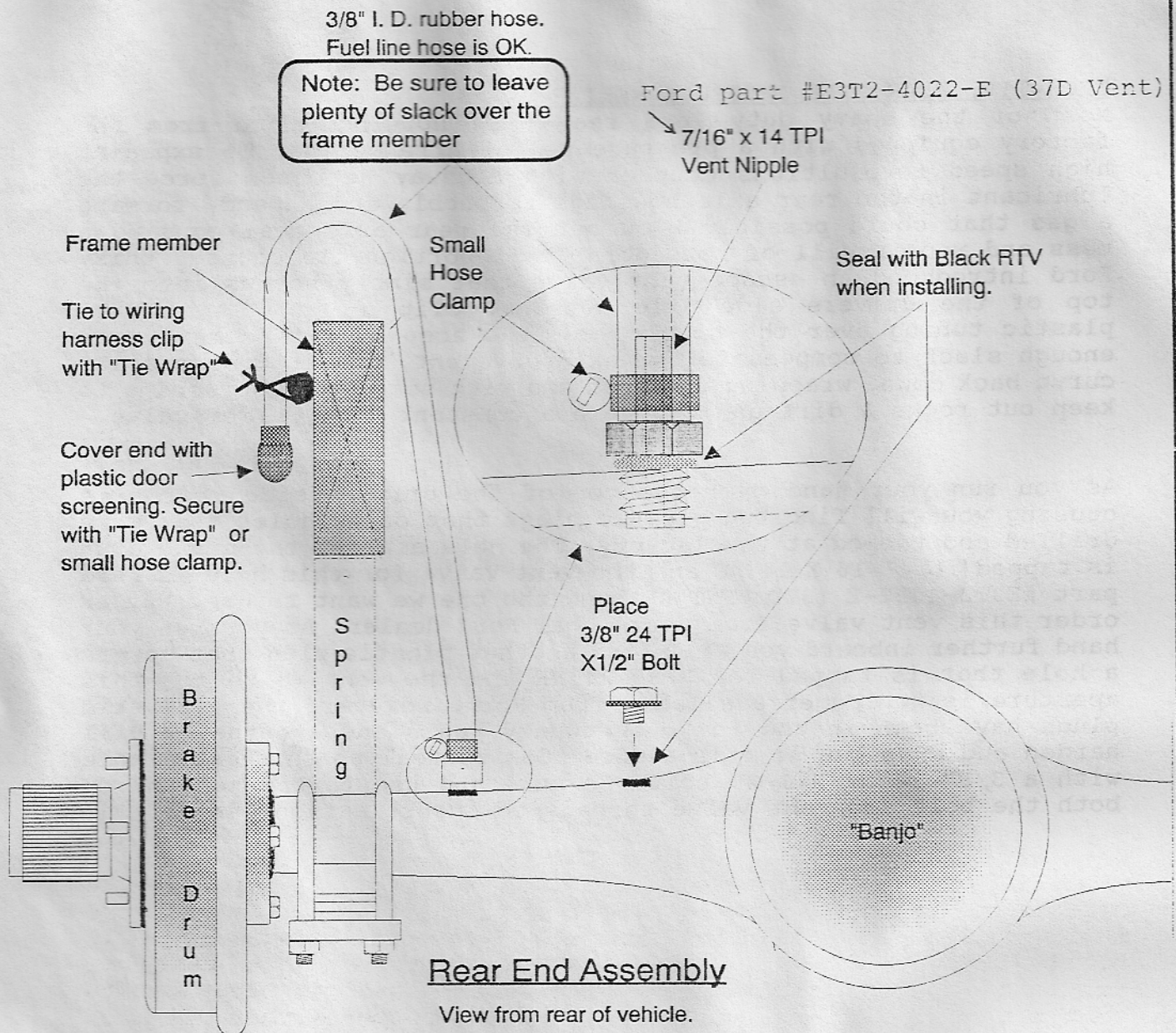
VICTORIA BRITISH LTD. / Box 14991 / Lenexa, KS 66285-4991 / 1-800-255-0088

Before Ordering, Read Pages 159 & 160

TECH-TIP, REAR AXLE PRESSURE RELIEF VALVE

Most of the heavy duty Ford rear axle housings came from the factory equipped with a pressure relief arrangement. To explain, high speed revolutions coupled with highway heat can force the lubricant in the rear axle housings to bubble and expand, forming a gas that could possibly blow out the rear axle seal causing a mess and repair bill of considerable proportion. To counter this, Ford introduced an escape vent valve that simply screws into the top of the drivers side axle housing. Slip a 3/8" ID hose or plastic tubing over the nipple, run the hose over the frame with enough slack to compensate for axle movement, and introduce a 180 curve back down, wrapping the open end with some nylon screening to keep out rocks & dirt and you have a constant-duty relief valve.

As you run your hand over the top of the drivers side rear axle housing you will find two plastic plugs that cover holes that were drilled and tapped at the factory. The hole nearest the brake drum is tapped for 7/16 X 14 NC and the vent valve for this hole is Ford part #E3TZ-4022-E (37D VENT RR) and the one we want to use. Buy or order this vent valve from your local Ford dealer. As you run your hand further inboard you will find another plastic plug that covers a hole that is tapped for 3/8"X24 NF and the vent valve for this aperture is no longer available from Ford. However, these plastic plugs have been in use for over twenty years and eventually will harden and drop out so it's a good idea to seal up this extra hole with a 3/8"-24 NF X 1/2" bolt. Be sure and use thread sealant on both the bolt and vent valve threads to insure a tight seal.



Pressure release fitting and vent hose arrangement for Squire SS-100 rear end

See accompanying write-up for additional details

Idea by Art Stahl

Drawn by Bill Lieske 9/20/94