

Squire SS-100 Registry

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For the past few years the owners of the Western based Squires have been attending an annual Fall drive-in meeting in Laughlin, Nevada that is tied in with another meeting of component car clubs and is called the Club Sandwich. We had four Squires in attendance this year, driven in by Bill & Lorene Lieske, Art & Jean Stahl, Sid Weaver with his son Paul and Ed Spielman who soloed. We were also joined by members Norm & Cindy Miller, Tim & Paddy Sharon and Bob & Leah Potter. We had a very good time, as usual, but the thought has passed through my mind that maybe it's time to try somewhere else, and maybe a little earlier in the year. Sid & Paul Weaver were mighty chilly driving thru a snowstorm in the Flagstaff area of the Arizona mountains and quickly discovered that the Squire heater will not stay abreast of the leaks between the side curtains and the top in wind blown snow while cruising at 70 MPH. With a little planning and possibly the use of some vacation time as opposed to a weekend meeting, there are some very interesting places in California to hold such a meeting. San Diego with Sea World and possibly the worlds finest Zoo or the beautiful Danish village of Solvang quickly come to mind. Move it up to October for better driving weather and putting it near some major airports would make it easy for any Eastern members that wished to attend. Why don't you folks give it some thought and let me have your opinions by mail or phone.

ANTIFREEZE

An automotive article on antifreeze by Tom & Ray Magliozzi reminded me that it's about time to make the yearly change of the antifreeze in my Squire. Possibly it's not necessary to do it every year but I do it anyhow. Tom & Ray pointed out that a 50/50 mix of water and antifreeze is the right formula for freeze protection, better anti rust coverage and believe it or not, you also get better heat absorption in hot weather. I've never been sure about the coolant capacity of our cars so I drained both the radiator and block and refilled with water. It took 1-1/2 gallons to refill and allowing for what remained in the heater and block I'd guess our Squire's hold just about two gallons so 1 gallon of antifreeze should be just about right. To drain yours, open the valve on the bottom of the radiator and the valve located on the right side of the block just behind the exhaust header. If you have not done it in awhile it may also be a good idea to disconnect the lower radiator hose where it enters the radiator and give the system a good flushing. With the lower hose loose and pointed down, put your garden hose into the filler aperture with a rag stuffed around it and let the water run thru both the radiator and block till it runs clean. You may be astonished at what comes out.

IGNITION SYSTEMS

After reading the horror story about John Fulton's ignition problems on the way home from his Dallas/Phoenix/Dallas trip (Clbcom 30 - December 1992) member Sid Weaver mentioned that he would like to switch over to a solid state ignition and after the Nevada trip he did so. He writes, " This last weekend I went down to the local junkyard and for twenty five dollars pulled the ignition system from a 1981 Mercury 200 CID six cylinder. There are three basic types of solid state ignition systems in Ford products, Dura-Spark I, Dura-Spark II and TFI. The TFI system uses a computer (with a) crankshaft mounted sensor so it was more complex than I wanted to deal with. Dura-Spark I has a history that is less reliable in hot weather so I chose the Dura-Spark II system. Then I went to the parts store and got a new distributor cap, rotor, ignition wire set and plugs (\$42.56) for the new coil that is part of the Dura-Spark II system. About three hours later I refired the Squire with the new system and set the timing to specs. There are only three wires that have to be connected in the Squire -

<u>COLOR</u>	<u>SQUIRE</u>	<u>COLOR</u>	<u>DURA-SPARK II</u>
Black	Tach	Green	Tach (coil)
White/Blue	Run	Red	Control Module-resistor
Blue	Start	White/Red	Control Module

The question is, was the change worth the effort and cost?. The car doesn't run any different than before but I feel better with the solid state system so it was worth it to me". A word of caution to the membership should you decide to try this. The wire color on your Squire may not be the same as Sid's and you may also want to let a professional tune-up mechanic make the conversion. I took a simpler short cut after the Fulton report and replaced my coil/resistor with a Bosch Blue Supercoil with the resistor built in and it works great. So endeth the lesson!

NEWSLETTER REPRINT

When a few of us first started the Squire SS-100 Registry we had no idea that it would be so successful and swell to the rediscovery of thirty five missing Squires (as of this writing). I volunteered to write the first letters, not as a newsletter but rather, as an exchange of technical data and as a source for locating parts. The monthly newsletter and the long awaited Maintenance/Repair Manual, now being prepared by member Bill Lieske and your editor, came about more as an accident than good intentions. However, and the reason I mention this at all, is the fact that our newsletter has become an important part of our mutual hobby and a collection point of solid technical data and owner news. Early on I did not have the good sense to print both sides of the paper, punch three holes or furnish a binder, that all came later with the result that the first fifteen or so members must have accumulated one helluva pile of paper. (Continued)

I am assuming that we will locate a few more missing Squires next year and it's time for me to have the printer prepare a few more complete newsletter collections for distribution with their new memberships. Believe it or not, our old newsletters have swelled to 300 printed sides or 150 pages, just about an inch thick and a couple of pounds of paper. It's occurred to me that the older members may wish to have this condensed newsletter collection, furnished in a binder so that each newly issued newsletter can be added as received. I've checked with the printer and he will reproduce the letters and drill them for a three hole binder for \$12.00 each. Add a buck for the binder and \$5.00 for postage and I can ship them to you for \$18.00 each. Sorry guys, the Squire treasury can't absorb this cost. This amount would be in addition to the annual dues. I'd like to get this in the works by the first of the year so anyone that's interested can simply send me (Arthur R. Stahl) a check for \$18.00 and I'll get the ball rolling.

SQUIRE DOORLOCKS

When our four Squires were being put away for the night in the garage at the Ramada Hotel in Laughlin, Nevada with tops up and side curtains installed, member Sid Weaver reached down and locked his drivers door with a key which, he explained, had come with the car when he purchased it from Tim Sharon. I laughed loudly and told Sid that if someone wanted to steal the car they would just un-snap the side curtains or worse yet, slit the top. Sid replied that he didn't care, it made him feel better to lock it. Driving home later in the week I had second thoughts about locking my Squire. When I purchased my Squire it came with no door key and I kind of assumed it never had one. Some reflection made me believe that a locked door may discourage a thief or someone who "just wanted a better look inside" when you're parked somewhere short-term. I tried my ignition key and it was close but would not go completely in. I next called Sid Weaver in New Mexico and he mailed me his doorlock key. It was also made in Italy and fit neatly but would not quite work my lock. I have an acquaintance who is a locksmith and he had the correct key blanks so I removed the door handle assembly from my car, took it apart and he made me a set of keys.

If you need a set of keys made from scratch and don't have a good locksmith available we can do it here in Phoenix. To remove the driver's side handle assembly, open the door and remove the inside handle by removing the screw, washers and handle. Lay them on the car floor until re-assembly. (It is not necessary to remove the manual lock handle located in front of the interior door handle). Next, close the door and remove the two exterior securing screws by first depressing the handle and removing the screw behind it. Then remove the other screw and place the two screws with the interior parts. Then simply pull the handle assembly out. (Continued)

If you do not have a GREAT memory it may be a good idea to make a sketch of the parts removal order so you can get it back together. WARNING! If you are shipping the handle assembly to me do not attempt to break the assembly down any further. Should you lose the snap ring, break the cover plate or lose the final assembly lock-screw or slide-bolt, you're SOL. Just put the entire exterior handle assembly in a small box and ship it to me by parcel post or UPS. I'll have it fixed and return it to you and you can send me a check for the repair and return parcel post charges. Simple, huh? Cost to custom make two door keys is \$20.00 plus \$3.00 for return postage. If you do have a good locksmith available to you tell him he needs to use a SILCA - FAB2 blank.

WHEEL MAINTENENCE

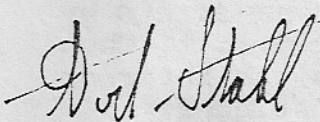
Member Ed Spielman (Los Angeles) has done a little more research on wheels, spline drives and knockoffs and his comments are included with this letter. Ed has firmly believed for quite awhile that it's just a matter of time till someone cross-threads or loses a knock-off and then the panic starts; WHAT'LL I DO NOW?? As Ed points out, if it's the drivers side you use the spare tire knockoff on the ground and dig up an old Jaguar drivers side knockoff for the spare. If you lose or damage the passenger side knockoff - YOU'RE DEAD!! We will await your comments with great interest.

SQUIRE SS-100 WANTED

I had a very interesting call from a gentleman in Maine who has seen Squire data in one of the national automotive magazines and he thinks he may possibly wish to purchase one so he called me. In order to be fair to the membership I told him I would publish that info in the next newsletter and each of you that desires to sell his Squire can contact him directly. He is: Forrest Nevills, RR 1, Box 162 - Stonington, ME 04681. Area 207+367-5168. We did not discuss pricing. Better get some photos ready to mail. Good luck!

END OF THE YEAR

and it's been a pretty good one. We've located a few more Squires which makes me happy, and we are now working hard on the Maintenance/Repair Manual which we hope to get into your hands next year. I'll use this last inch or so to wish you a super, happy holiday season and the very, very best for you all in 1995.



FROM: ED SPIELMAN

TO: ALL CLUB MEMBERS

WIRE WHEEL UPDATE

I spent a few interesting mornings with Mike Rizenman, owner of the Valley Wire Wheel Service in North Hollywood, California. He demonstrated to me that your average tire company is wrong to balance your wheels. It should be taken to a wire wheel shop. (See article in last month's newsletter.)

I can recommend Rizenman as expert for anyone in the area. Wheels can also be shipped to him. He ships as far away as Japan.

(* ART gave me a good and easy tip as to how to remember which way to take off your knockoff caps. The knockoffs always loosen by turning toward the front of the car. Tighten by turning toward the rear. This is true because the hubs are self tightening as you drive.)

When your wheels are off your car, it is a good idea to use an indicator to see if the bolt-on mounting of the spline drive on the hub spins true. (My spline drives were 2/1000 to 8/1000 out of true.) Rizenman says that anything under 10/1000 is acceptable.

Mike gave me the following information:

Squire wire wheels are Dunlop Series II, the same as on V-12 Jaguars of that period.

According to Rizenman, the spline drive on our Squires is not a modified Jaguar unit as many of us thought. He says it appears to have been custom fabricated for this car. This is no surprise as so much of the car was custom crafted. What is a surprise is why they did not modify a Jaguar spline drive and use a Jaguar knockoff cap. The expense of fabricating custom units to go with our wire wheels was substantial.

On the Squire SS-100, the threaded end of the spline drive does not protrude beyond the wheel's hub. That's why our knockoff cap basically inserts into the wheel hub to take up on the thread. Even though our wheels are identical to the Jaguar V-12, a Jaguar knockoff will not work on our wheels because their cap does not have the depth to insert and take up the thread.

A Jaguar knockoff cap will work only to hold the fifth wheel/spare on the back of our cars. In an emergency, a Squire knockoff can be taken from the spare and used on the left side of the car only (clock wise to tighten).

The situation exists that our knockoff caps are unique to this car. Should any Squire owner lose or break a knockoff cap on the passenger side, he/she would be stuck indefinitely.

With the number of members presently in the club, it makes sense to do one of two things:

Change the spline drive and use modified Jaguar units (or some other available type) which might be machined to bolt to our Ford drums. Then, the readily available Jaguar or 'no name' generic knock off caps could be made to fit.

OR

WE CAN POOL OUR RESOURCES, CAST NEW BRONZE CAPS AND MACHINE THEM AS SPARES. We would need to do two units, one for each side of the car.

We need to know who is interested in having spare knockoffs made for their car. IF YOU DON'T, YOU MAY HAVE NO WAY TO DEAL WITH A LOST OR BROKEN CAP, AND THIS MAY BE YOUR ONE AND ONLY OPPORTUNITY TO DEAL WITH THAT POTENTIAL PROBLEM.

Also, would you want to use identical knockoff caps or upgrade? (i.e.: Cast-in Squire Logo like the hood ornament and/or classic 'eared' knockoffs like on early Jags and Ferraris). Such caps could be much nicer than the originals.

Whatever is decided, we would need to establish cost of casting, machining and chroming the bronze units.

OR, IF YOU WOULD RATHER SIT TIGHT AND TAKE YOUR CHANCES...
LOTS OF LUCK.

TO ALL MEMBERS

Please communicate to Art if you have interest in making the needed spares. If so, interested members could advance a deposit for the purpose of this fabrication project. Please note, the more knockoff caps (or spline drives) that are made, obviously the cheaper the cost.

(If you would rather replace the spline drives and use available knockoffs, the cost of this has yet to be established.)