

Squire SS-100 Registry

CLBCOM 54
FEBRUARY 1995

NEIL HAYES - SEDALIA, MISSOURI

and his wife Bertha are our newest members, having purchased Chassis #47 from John Kramel. John said that he hated to part with his Squire but with his age at 80 years old, the car just sat in the garage all the time. Neil is 72 and a retired railroader and is very excited about getting old number 47 back in tip-top shape and making some highway trips. Welcome to the Registry, Mr & Mrs Hayes.

THE WHEEL KNOCK-OFF REPLACEMENT FUND

is also being supported by Member John Falk who resides in Maryland and please understand that we are not requesting cash-up-front for this project, just a commitment of support while we explore the options available. We are exploring the various possibilities like the lost-wax casting technique or machining them from a solid billet of naval brass. Other considerations include putting the Squire name on them, using the present octagonal shape or hammer type ears. More on this later but if you have an opinion let's hear from you.

MEMBER RICK POMPILII

has reminded me that his Squire SS-100 is still for sale and if any of you or your friends have an interest, contact Rick directly. He's listed in the current roster.

SQUIRE SS-100 CHASSIS #2

now owned by member Nick Cuneo was the subject of an interesting phone call from Ex-Owner Joe Scotto who had been reading thru the older newsletters and came across the Philadelphia Evening Bulletin news photo shown on Page 5, Clbcom 15 as the first Squire sold. Joe is reasonably certain that the Squire shown is the same one that he and his Uncle rescued from an automobile junkyard some years later and restored before selling it to Nick Cuneo. Tell ya' what Joe, the Squire survived but I wonder if the marriage did?

THE SQUIRE I.D. NUMBERS

are a subject of continuing concern because the paper VIN plates are being lost and with them, the manufacturing order. It is our **STRONG** suggestion that we adopt an universal location and stamp the numbers on the metal frame for positive lifetime identification. Bill Lieske and I have crawled all over our Squires and the most logical location is pictured on an attached page. These would be hard to stamp laying on your back and it is suggested that a service shop like a lube rack or muffler shop be utilized. Up on a rack they can get a good swing at it and most of them have the number stamps available and will do it for a small fee. Good idea!!

THE SQUIRE SS-100 LOGOS

that I offered to make in Newsletter #53 sure hit a responsive cord and I've been mighty busy making them, so much so that I've developed a case of "sawer's cramp". (If there is such a thing). I'm getting better though, and only breaking four to five blades per logo. Not to be outdone, Bill Lieske decided that the front of his Squire looked bare so he took a logo, enlarged it in a copy machine by 25% and sawed it out of aluminum, installing it slightly slanted on the wire mesh of his grill. That looked so great he made another one out of polished brass and he says that looks even better. Neat!

Should you be interested in a larger grill mounted logo, contact me and I'll work up a price for polished aluminum or brass.

SPEAKING OF BILL LIESKE

I had mentioned that his Squire is back in the body shop for a new paint job in a beautiful burgandy maroon. The man doing the work took a good look at the front end configuration and informed Bill that a Ford Mustang II front end assembly would fit with some alteration, complete with powered rack-and-pinion steering, disc brakes and adjustable coil-over shocks. Bill told him to go ahead and his car should be back on the road by the next newsletter. I plan to ask Bill to write up a complete report for inclusion in that letter but I believe an early word of caution is in order. An engineering job of this nature, involving the entire front end, should not be attempted by anyone except a journeyman welder with a lot of automotive front end experience and a proven track record in this field because a high speed failure is almost too horrible to contemplate. Should you be interested and can't get it done locally you can ship or drive your Squire to Phoenix and we can arrange to have it done here. A final caveat: EXPENSIVE!

AND, SPEAKING OF POWER STEERING

Member Sid Weaver, still fighting off the New Mexico winter doldrums, raided the local auto junk yard once again and picked up the power steering parts shown on the attached Chilton diagram, installing them himself at a cost well below \$100. He retained the Squire column and steering gear but replaced the steering linkage and added the power cylinder, control valve, hydraulic pump-reservoir and fluid lines. Sid reports that it's a simple bolt-on job but he did have to hand make a bracket to bolt the pump to the existing threaded holes above, and in front of the distributor. The valve, cylinder and linkage is from a '79 Ford Granada ('79 Mercury Monarch is identical) but to get a somewhat smaller pump he used one from a '79 Ford Fairmont ('79 Lincoln Continental is identical). Sid reports that his Squire "steers like a dream" with no more yanking your shoulders sore turning the steering wheel while stopped, and it's very responsive on the highway. Sid reports that he also picked up enough parts for another conversion so if anyone's interested, contact Sid directly in Los Alamos. Good on ya', Sidney. This is what the Squire SS-100 Registry is all about!

MEMBER WES CARLSON

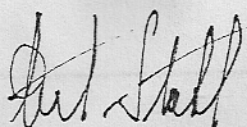
also in the winter dismals at Cape Cod, has come up with another goody for those of you who want to dress up your engine room. I have attached a flyer he furnished from Clifford Performance Products of Corona, California, showing the neat cast aluminum valve cover they make. You can order them direct or thru your local speed shop and I believe (?) it has the nifty option of being reversible, that is, you can put the oil filler hole in the front of the engine where you can get at it, and the P.V.C aperture in the rear where you dont need to get at it. Cost is around \$110. + freight if ordered direct or around \$185. if ordered thru a dealer. Your option. I've included a copy of the Clifford order form but I would suggest ordering by phone and ask about the filler holes, etc. Order turnaround is about 30 days.

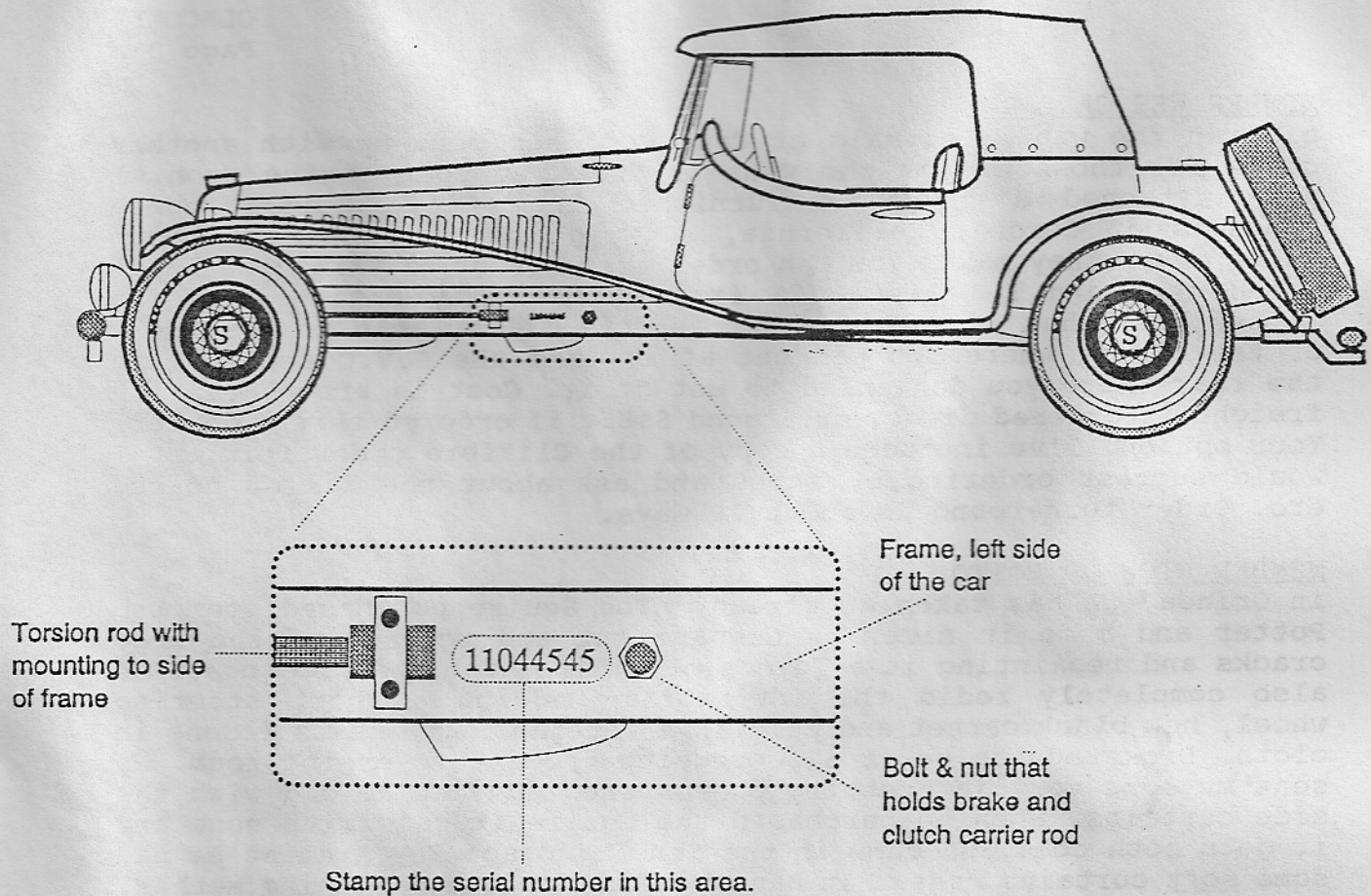
MEMBER RICHARD BOTTO

in Orinda, CA has taken an already nice Squire purchased from Bob Potter and made it nicer by digging out and reglassing the body cracks and repainting it a Toyota off-white base and clearcoat. He also completely redid the interior by adding a sport steering wheel, new black carpet and polyvinyl interior with seats redone in cloth. Dick reports he is also redoing the entire engine room. He sent me some very interesting photos showing what he did with the side curtains. When he purchased the Squire it came with none and it gets both cold and damp in the San Francisco Bay Area so he had some soft curtains made that have a rather unique fastening method. The curtains fasten to the existing snaps installed near the top of the doors but leaving the wind wings in the open position, he installed Velcro to the inside edge of the windshield and top and rear edge of the convertible top. He also had a round cover made so the curtains can be rolled up together and stored behind the seat. Looks like a very snug and pratical curtain solution to me, Dick. He also plans to install coil-over shocks on the front end.

AND THAT'S ABOUT

all for this month, folks. I would be delighted to report the location of one or more of the "Missing Twelve Squires" but none have surfaced and I'm about out of ideas. Does anybody know a good computer "hacker" that can get us into State-by-State DMV records? I dont want to start an editorial here but many new Federal laws like the Right To Privacy Act slip into overkill and prevent us from contacting owners who might be delighted to find that the old kit car they have had stored in the shed for years was in fact an honest-to-gosh collectible worth dusting-off and firing-up! More next month.





Standardized position for VIN (vehicle identification number) for Squire SS-100

The only identification provided for the SS-100 cars was a plate fastened to the lip of the underhood cowl. Many of these identification plates were lost or disfigured.

State motor vehicle departments require a "VIN" to be assured that the vehicle is the one being titled. So that this can be readily determined, it is proposed that all Squire owners place the correct Serial Number (VIN) in the same place on their cars.

A 1/4" lettering set provides an easy way of doing this. Clamp a metal strip about 8 inches long, clamp to the frame in the suggested location, as a stamping guide so that the row of numbers will be as straight as possible. Use a 4 to 8 oz. hammer to impress the numbers deep enough in the side of the frame to be readable.

Idea by Art Stahl
Drawing by Bill Lieske
February 20, 1995

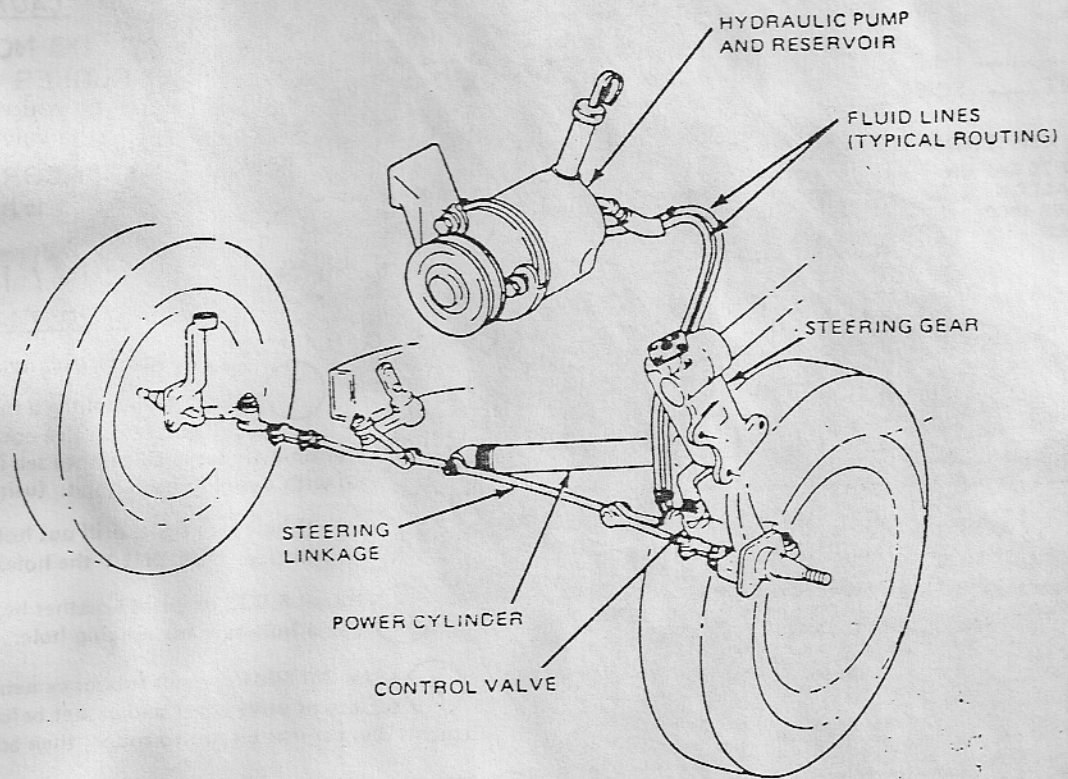


Fig. 10.28 Typical non-integral power steering system
(Sec 24)

Rec. From JNC Chevrolet 1-30-93



VALVE COVER

Revised
11-1-89

INSTALLATION INSTRUCTIONS

USE STEPS ① THRU ⑥

for 42-4064 (Chevy) 43-4176 (Ford)
Part No's 43-4114 (Falcon) 45-4018 (Mopar)

This Cast Aluminum Valve Cover is designed to use breather caps of sealed or breather type. There is a blank-out area opposite the open cap hole for an extra breather or P.V.C. valve fitting. We recommend the following breather caps for most applications, and are available from the following companies:

Mfr. P/N
A.C. FB-7
STANT SO-64

NOTE: USE 1968-70
STANT 70 CAP ON
ALL FALCON
ENGINES 1960
& LATER

47-4050 1964-86

47-4060 1981-86

(Replacing stock plastic
valve covers)USE STEPS ①
THRU ⑧

CAUTION!
DO NOT USE
RUBBER GASKETS
or you will crack
the valve cover!
The CORK TYPE
is best.

IMPORTANT !!

Follow instructions carefully!

- ① BEFORE installing a factory type 3/16" "thick" gasket to valve cover, "FIT-CHECK" cover on cylinder head first, to see if all bolt holes line up with cylinder head holes. (using enclosed screws)
- ② If holes are tight, drill out hole 1/32 (.032) inch over size. Drill ONLY the holes that are too tight.
- ③ Install P.V.C. or extra breather before adding gasket. Use a hole saw for making hole.
- ④ Use 3M 8001 contact rubber cement. Be sure to clean surface of valve cover and gasket before adding Contact Cement. Let cement air dry to touch, then add gasket to cover.
- ⑤ The cover is now ready to install with special screws enclosed. Install all screws loosely before tightening down. Start tightening from middle of cover outward, as if installing a head gasket. DO NOT OVER TIGHTEN SCREWS or you will crack casting and start a leak!
- ⑥ Start engine and check for leaks. Redo gasket if any leaks occur.

47-4050
Shown

On 1981 and later AMC cylinder heads that use factory plastic valve covers, it is required to tap the (5) non-threaded holes with a 5/16" dia. x 18 thd. "BOTTOM" tap. It may be necessary to drill and tap (2) 1/4" dia. x 20 thd. holes in the front and back of the head. (Some early heads are blank, if so use the valve cover as a pattern for drilling these holes after the regular 5/16" dia. threads are tapped into the head) Replace the (2) studded rocker arm bridge clamps that held the old plastic cover on with factory non-studded clamps. (Factory P/N 3236513) or cut off studs if stud hits the top of the new valve cover.

NOTE: Part No. 47-4050 & 47-4060 require a special gasket, P/N 67-5000. Replacement gaskets are available only from Clifford Performance or its dealers. Send \$10.00 to Clifford Performance for gasket, which includes postage and handling.



ORDER FORM

ACCOUNT NO.

SHIP TO:

Name _____

Address _____

City _____

State _____ Zip Code _____

Phone No. _____

Name _____

Address _____

City _____

State _____ Zip Code _____

Phone No. _____

MAKE _____	MAKE _____	STREET/STRIP _____
SIZE _____	YEAR _____	OVAL TRACK _____
YEAR _____	FRAME _____	DRAG _____
	YEAR _____	

IF REVERSE SIDE IS TO BE USED FOR FURTHER INFORMATION - INDICATE HERE ☐

	Discover ☐		Master Card ☐
	Visa Card ☐		American Express ☐

Card No: _____

Expiration Date: _____

SHIP VIA: ☐ UNITED PARCEL ☐ UPS BLUE ☐ AIR MAIL ☐ BUS ☐ TRUCK ☐ AIR FREIGHT ☐ PARCEL POST ☐ WILL CALL

CUST. ORDER NO.	CASH	C.O.D.	CHARGE	CREDIT	RESALE	SCHEDULE	FREIGHT	DATE
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Comments:	MOVED SINCE YOUR LAST ORDER?		Total of Order	
	Old Address: _____		Calif. Sales Tax	
	City: _____ State: _____		Postage & Handling	
			TOTAL	

- MINIMUM ORDER \$15.00 MUST BE PAID IN FULL IN ADVANCE.
- MINIMUM 50% DEPOSIT ON ALL ORDERS.
- FOREIGN ORDERS MUST INCLUDE FULL PAYMENT INCLUDING FREIGHT
(except shipments going by Truck or Air Freight)
- SAVE C.O.D. FEES. INCLUDE FULL PAYMENT INCLUDING POSTAGE.

FIND MY \$ TO PAY FOR ALL MY ORDER.

I'VE INCLUDED POSTAGE IN MY PAYMENT ☐

FIND MY \$ DEPOSIT ON MY ORDER.

SEND REST OF MY ORDER C.O.D. ☐