

Squire SS-100 Registry

CLBCOM 57

MAY 1995

SQUIRE SUNDAY TWO

is up and running and will be held on Long Island Sunday September 10th, 1995. It has the potential to be the largest gathering of Squire SS-100 roadsters since they were removed from the warehouse in Philadelphia over twenty years ago. There are nine Squires garaged on Long Island, Bob Murray will have his car there from Durham, NC and I'll be there with mine from Phoenix, AZ. We also expect a few more cars to commit before that time. In addition, we have our first commitment on a fly-in. Dick and Frances Botto from the San Francisco Bay Area have purchased their airline tickets and will spend a week as tourists in D.C. and then arrive for Squire Sunday. We would love to have you join us so mark it on your calendar and plan to be with us. If you will be attending from out-of-town and need room accommodations, let Mark Offenbergl and/or Mike Sher know ASAP. If you need more information as things develop I would suggest you contact the planners directly and you can contact Mark Offenbergl during business hours at 516+271-4424. Evenings, you can reach Mike Sher at 516+423-6892. PLAN ON IT!!

THE SAN FRANCISCO BAY AREA

and members Dick & Frances Botto were my host for a very delightful automotive weekend this month and we attended the Hillsborough Concours d'Elegance and visited the Behring Auto Museum. Whew! I saw a couple of million dollars worth of collector cars in just a few hours. More important, we worked on Dick's nifty Squire and I'll pass this on to you: First, I purchased my Squire with Mustang seats installed but in the past few years I've heard a lot of griping from the membership about the original Squire seats, apparently with some justification. However, this weekend was the first I've really had serious exposure to the subject and found that if the seats are rebuilt and reupholstered by someone that knows what they're doing they are just great. Dick's are super-comfortable and it's really handy to tilt the seat forward to get to the side-curtains, etc. (Mine are rigid and don't tilt, a rear pain in the you-know-what). In addition, Dick has made an important contribution by locating a flush mounted, polished aluminum snap-top gas cap similar to the ones used on European sports roadsters. This can be installed without dropping or altering the original gas tank and in addition to being handy and looking good, it replaces the mickey-mouse Ford Pinto gas cap that came on the Squires. We plan to install one here in the West and then write up a tech-data sheet. Mike Sher has already opted for one and we will either install one on his Squire during Squire Sunday Two or remove and re-install his during that meeting so the rest of you can see how it's done.

THE CONVERTIBLE TOP LATCH

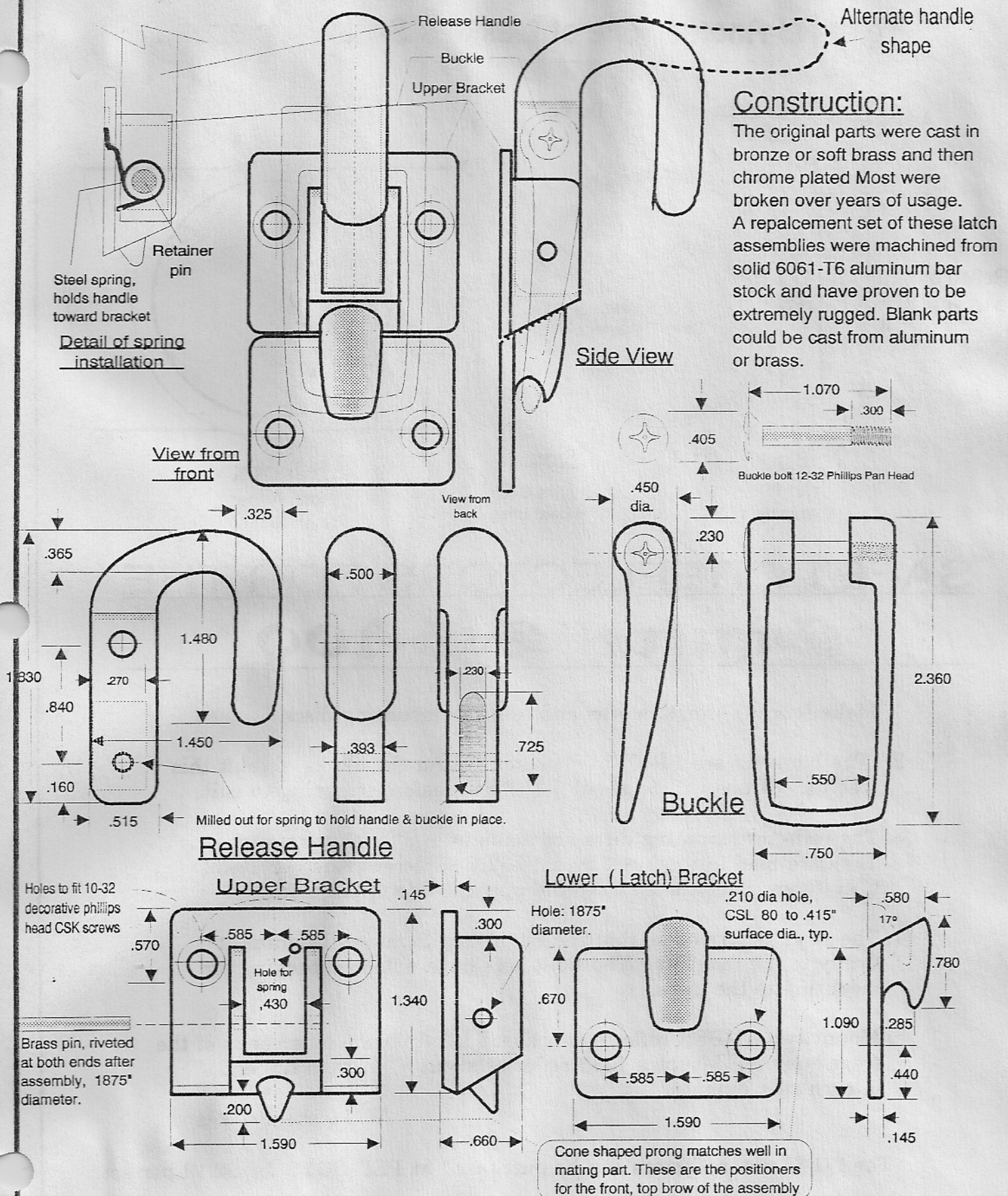
on the Squire SS-100, as it came from the factory, was a good deal less than desirable and many of us have replaced them with chromed marine fittings. This, however, requires some mechanical skill, machining and re-engineering. Bill Lieske here in Phoenix has bailed a few of our members out by repairing, and in the process, improving on their original broken parts. Should you need this kind of help he has produced an engineering drawing and I've included it with this newsletter. In my travels I've seen a few of you who have the top tied down with everything from bailing wire to nylon cable ties and you don't know what trouble or lawsuits are 'til you've seen a top come off at 60 MPH on the expressway. 'Nuff said.

SPEAKING OF DRAWINGS

quite some time ago Bill Lieske got worried about someone bopping his newly and perfectly restored Squire in the tail end while he was driving at night. Knowing that a good set of red reflectors are more efficient than tail lights, he set out to purchase some and not succeeding at that, he made a set. And for symmetry, he duplicated them in amber for the front end. In addition to being super-effective they are an excellent dress-up item in polished aluminum. I've also reproduced his drawings for that project here.

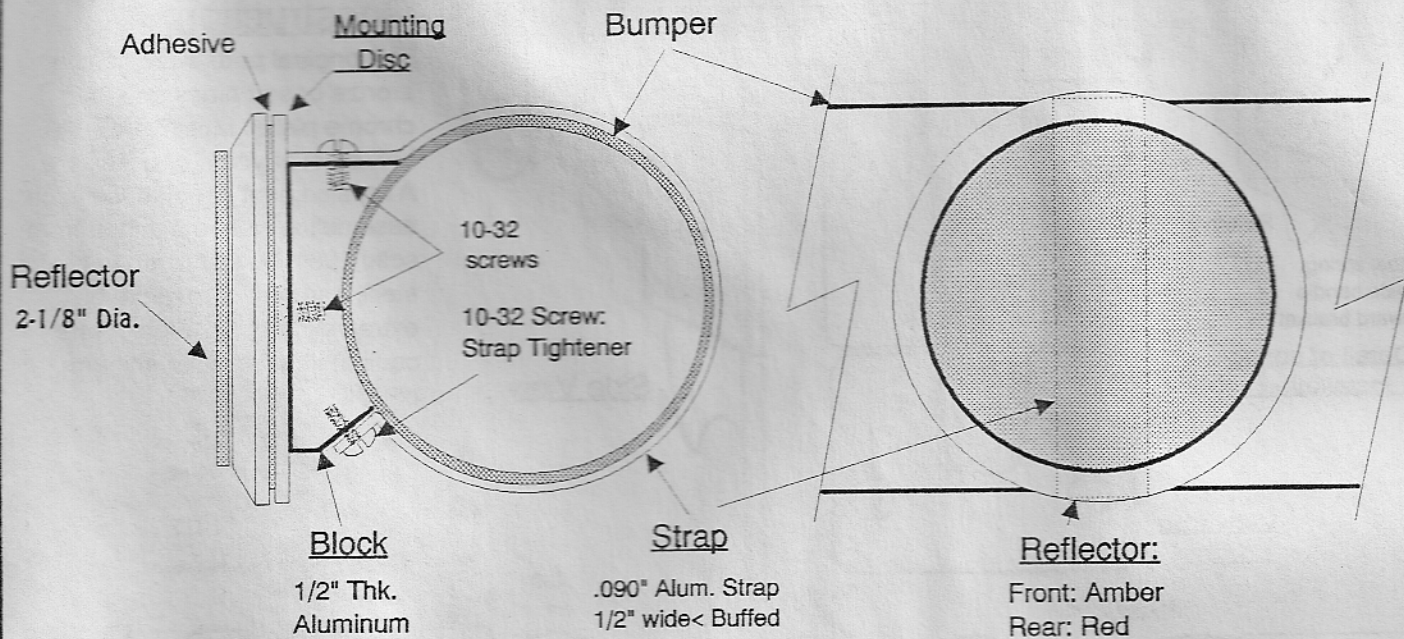
THE POLISHED BRASS SQUIRE SS-100 LOGOS

that I mentioned in CLBCOM 54-Page 2, are a definite asset to the appearance and identification of our cars and after I saw Bill Lieske's I couldn't stand it 'til I had one of my own. So, I again got out my trusty jewelers saw and went to work and it's now mounted on the grill of my Squire. WOW! I have also produced a few extras with two brass studs and mounting hardware silver-soldered to the back. They can be easily be mounted in a few minutes by reaching thru the aperture between the hood hold-down latch bar and the radiator shell and tightening up the furnished washers and nuts. I have reproduced an exact size replica below and if you would like to install one on your Squire please contact me.



Duplicate top latching spring retained handle, buckle and brackets for Squire SS-100.

Ye gads! Another one of Lieske's Squire projects...

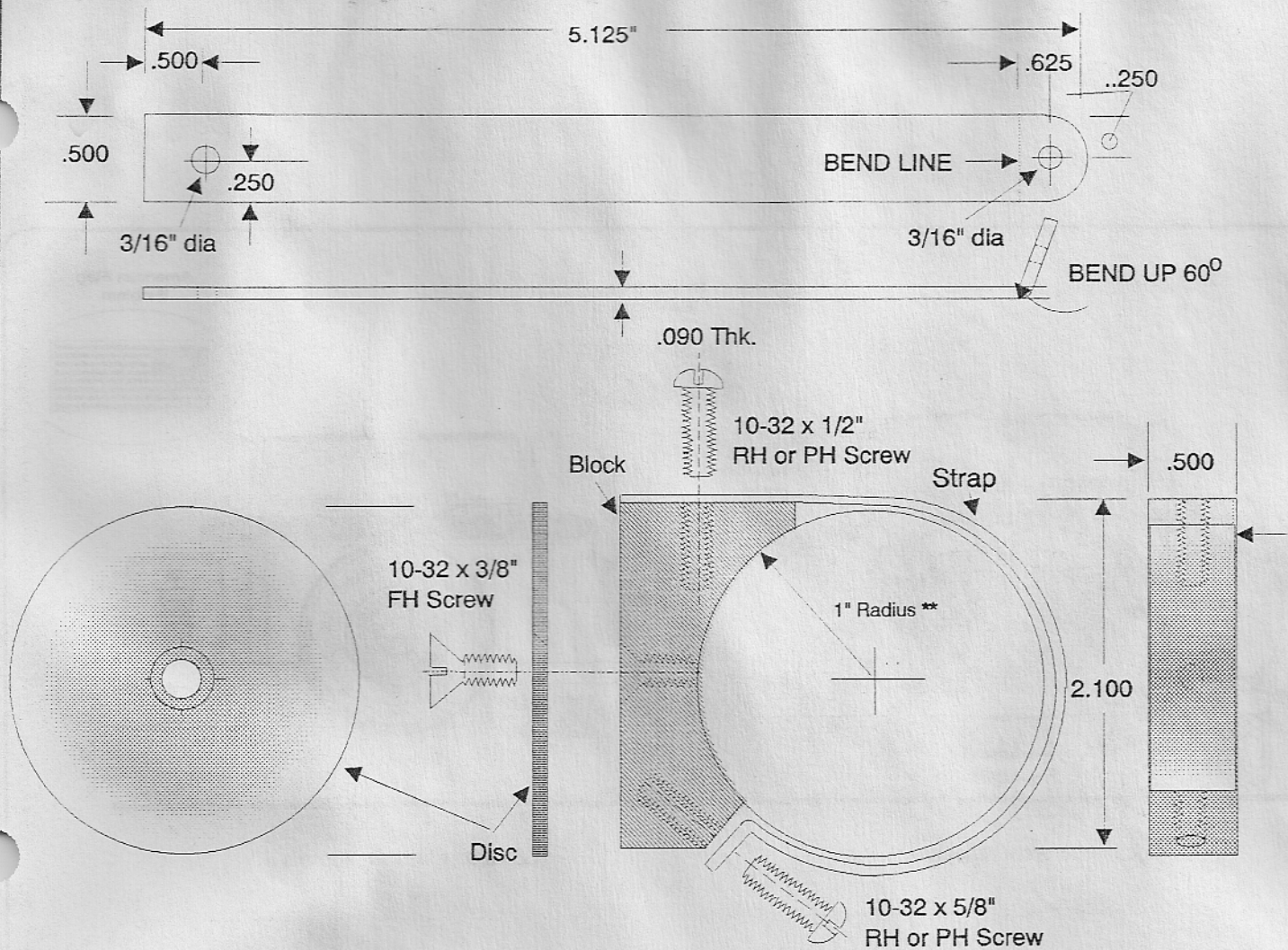


SAFETY REFLECTORS FOR THE Squire SS-100

1. Make four (4) straps, blocks and reflector mounting discs.
2. The bumpers are 1.940" in diameter. Form the blocks to suit this radius. Straps will be about 7-1/4" long before trimming to suit.
3. The reflector mounting discs are made from .090 aluminum sheet. They are held to the block by a 10-32 CSK screw. Another 10-32 CSK screw holds the strap to the upper inside of the block.
4. The strap is formed so that the 10-32 Cap Screw will tighten it firmly to the bumpers. The Reflectors have adhesive backing for mounting to the discs.
5. Mount two AMBER reflectors in about 12" from the outer ends of the front bumper. Mount a RED reflector about 8" in from the end of each rear bumper.

W. Lieske: 9/10/94

The 2-1/8" dia. reflectors can be purchased at PEP BOYS for \$2.19 per set.

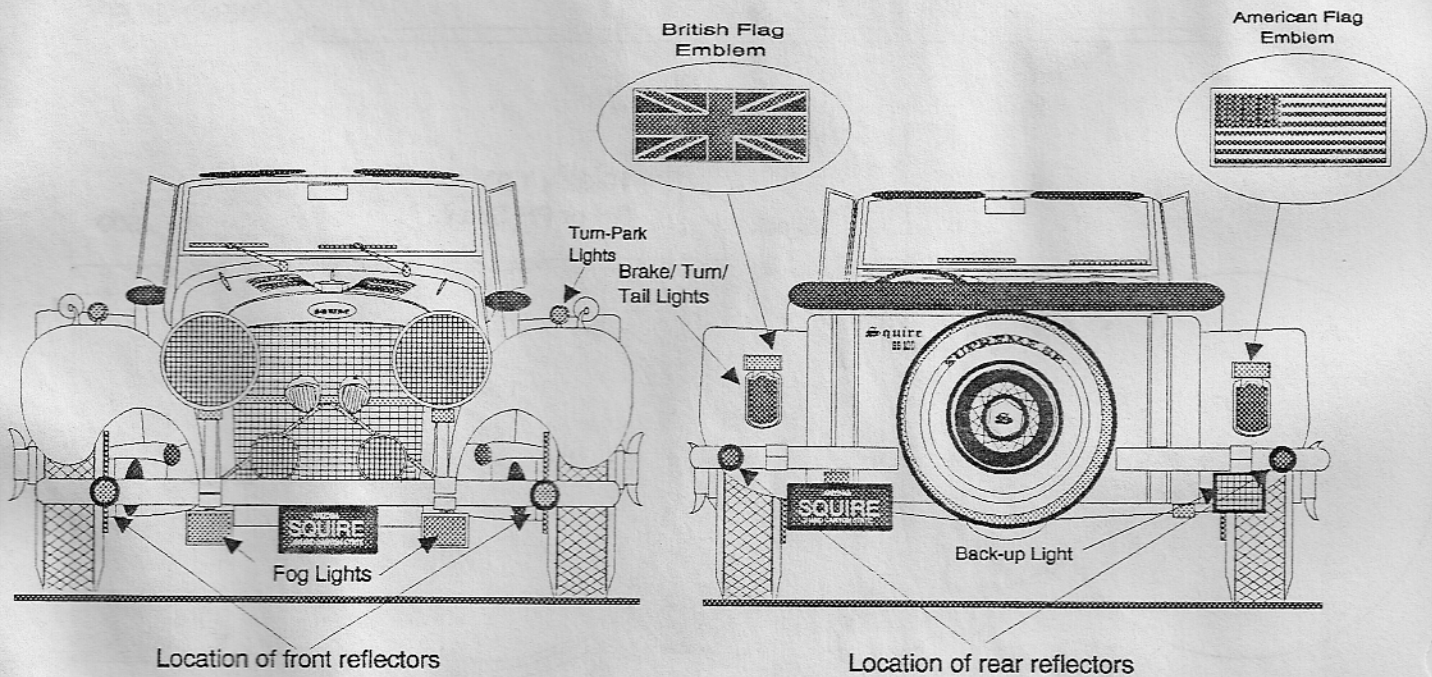


Construction Notes:

1. *Block.* The block is made from 1/2" x 1" aluminum bar stock. Cut 4 pieces to 2.1" long. Use a 2" diameter metal cutting hole saw in your drill press (or milling machine) to cut the radius as shown to match the nominal diameter of the bumpers.
2. Drill # 27 holes and tap 10-32 as shown for fastening bolts. Then de-burr, orbital sand sides and outer surfaces and buff to a shine with aluminum buffing compound.
3. *Straps.* The straps are made from 1/2" wide x .090 thick 6063-T4 aluminium. You can find this or similar strips at some hardware stores, or have it cut to size by a sheet metal shop. Drill the 3/16" diameter holes and form one end as shown. Deburr all edges, orbital sand and buff each piece prior to bending. Use thick cardboard (like the back piece of a writing tablet) to protect the rounded end in your bench vise when bending the angle as shown.
4. Use RED Loctite in the threads of all screws when assembling. See attached sheet for additional assembly details.

W. Lieske 9/20/94

(SQRRFBK3.DRW)



Note: These drawings show the arrangement of accessory lighting and safety reflectors on Squire No. 11044545. The Rear Stop-Brake-Tail light fixtures are Harley-Davidson "Tombstone" style fixtures. In addition to the fender mounted "Bullet" combination Park and Turn Signal fixtures a pair of rectangular amber lights are wired to illuminate along with the Halogen bulb equipped driving lights.

Squire SS-100 external accessory lighting and safety reflector arrangement.

W. Lieske 9/10/94

