

CLBCOM 60
AUGUST, SEPTEMBER 1995

Squire SS-100 Registry

SQUIRE SUNDAY 2

held in Lloyd Neck, L.I., NY on September 9th & 10th was a howling success by any measure. The weather, company and food were superb and the most interesting side effect of the meeting were the folks who made a decision to alter something on their Squire based on something they had observed on someone else's Squire. There were eight Squire SS-100s in attendance with four last minute drop outs, two Long Island cars (Delaney and Seigerman) down for a complete overhaul, one cancellation (Carlson) due to a last minute illness and one foul-up on Bob Murray's car when the truck hauling his up from Durham threw a clutch. He did go ahead and fly in as did the Dick Bottos, Bob Cunningham, Bill Lieske and Ed Spielman. We also welcomed James and Martha Tinsley who had just completed purchasing the John Manser car. My own Squire SS-100 was awarded the booby prize for coming the longest way. The prize? An all-day sucker on a battery powered sucker stick rotator to help kill time on the long drive back home. The Registry's sincere thanks to Mark Offenbergl (with an assist from Mike & Paula Sher) for all the planning and hard work it takes to make an affair like this a success.

Also of interest is the fact that we made over a dozen adjustments and repairs on Mark Offenbergl's Squire including a complete overhaul of the entire wiring system and the addition of a new hand brake and snap-top gas cap that looks great. We also installed a hand brake on Mike Sher's Squire and pulled and repaired the leaking radiator and, in the process, replacing the lower hose outlet to accept a standard American radiator hose. All neat stuff!

There was one interesting event that happened as a result of my trip to Long Island. On departure I had decided to take the auto ferry from L.I. to Bridgeport, CT to avoid the New York City Traffic. On the way to the ferry I stopped on the road to use a rest room and when I returned to my car there was a gentleman named Anthony Marano waiting to talk to me. He was admiring my Squire and had just about made up his mind, on the spot, not only to possibly acquire one but to attempt to talk his son into also purchasing one. I am in touch with Mr. Marano and I'll keep you posted but my instant advice to those of you that want to sell your Squire is to have some photos (or a video of your car) ready to submit to him if and when he makes a decision. I did not discuss price with him.

I was gone from home a total of five weeks, drove exactly 5,726 miles and averaged 15-1/2 MPG pulling the Squire on my tow dolly while always driving over the speed limit. Will I go back for Squire Sunday 3? You bet. Will I pull the Squire again? Hell no!!

After departure from Long Island I drove to the Boston area and visited Members Wes and Eleanor Carlson at their homes in Cape Cod and Westwood. As usually happens, we spent three days making some adjustments and repairs on the Carlson Squire SS-100 which is apparently the last surviving MacGregor Conversion and quite a handsome vehicle when you stand back and study it. One of the adjustments occurred when Wes mentioned that he was hesitant about high speed expressway travel because the brakes seemed "weak". Inspection revealed that his master cylinder was only one quarter full of fluid and needed topping off and further, the brake shoes badly needed adjustment. After these were accomplished I almost popped him through the windshield during a test drive. This, however, leads me neatly into the next subject.

ADJUSTING THE SQUIRE SS-100 BRAKES

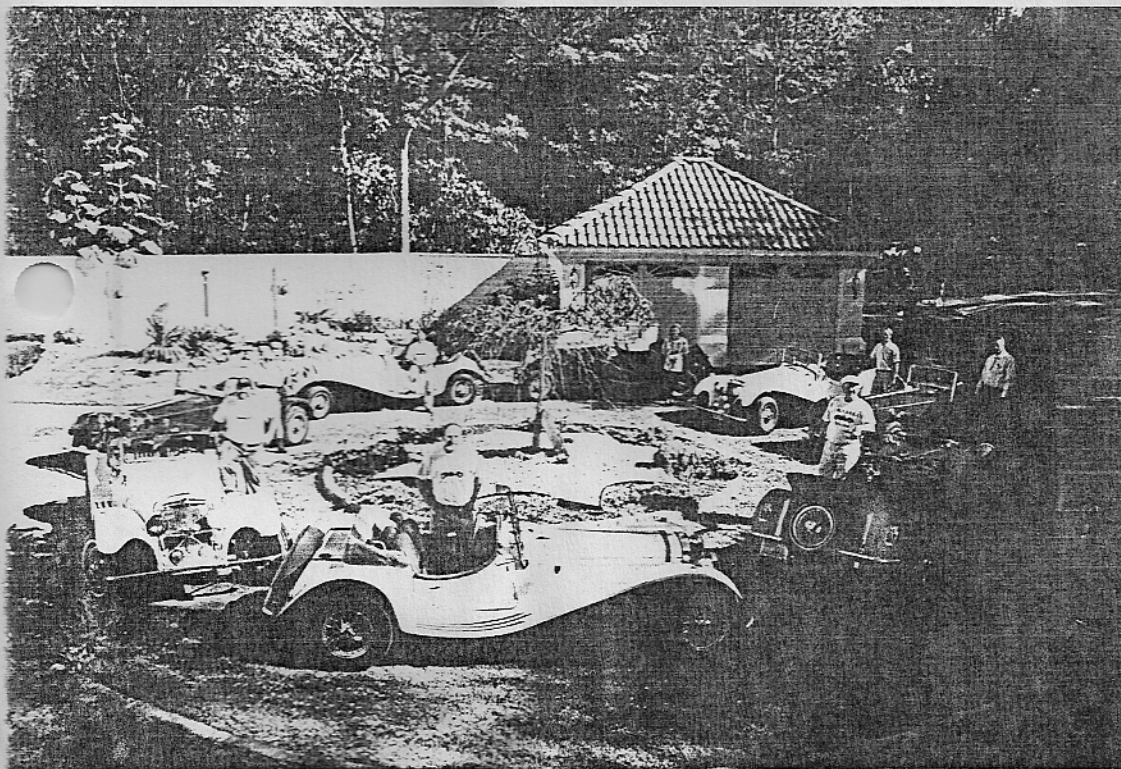
is something I should have covered some time ago and I apologize because the brakes on our cars have been a steady complaint from some members. First and foremost, I still advise you to make the mental adjustment from the power brakes on your new car to plain unassisted hydraulic brakes when you enter your Squire. The next consideration is whether or not your brakes are adjusted properly. The Bendix hydraulic brakes on our Squire SS-100s are so-called "self adjusting" in that they have a gadget that advances the brake adjustment ratchet when the brakes are applied "smartly" when stopping in reverse gear. This works, up to a point, but they will still need manual adjustment occasionally. Since so many of you have told me that you are not "mechanical", my advise is to let a brake professional adjust them if you are not completely comfortable with that particular job of work. Next, it may be necessary to correct an apparent "screw-up" from the Intermeccanica factory in Italy. This happened on the Wes Carlson Squire SS-100.

CORRECTING THE FAULTY BRAKE ADJUSTMENT APERTURE

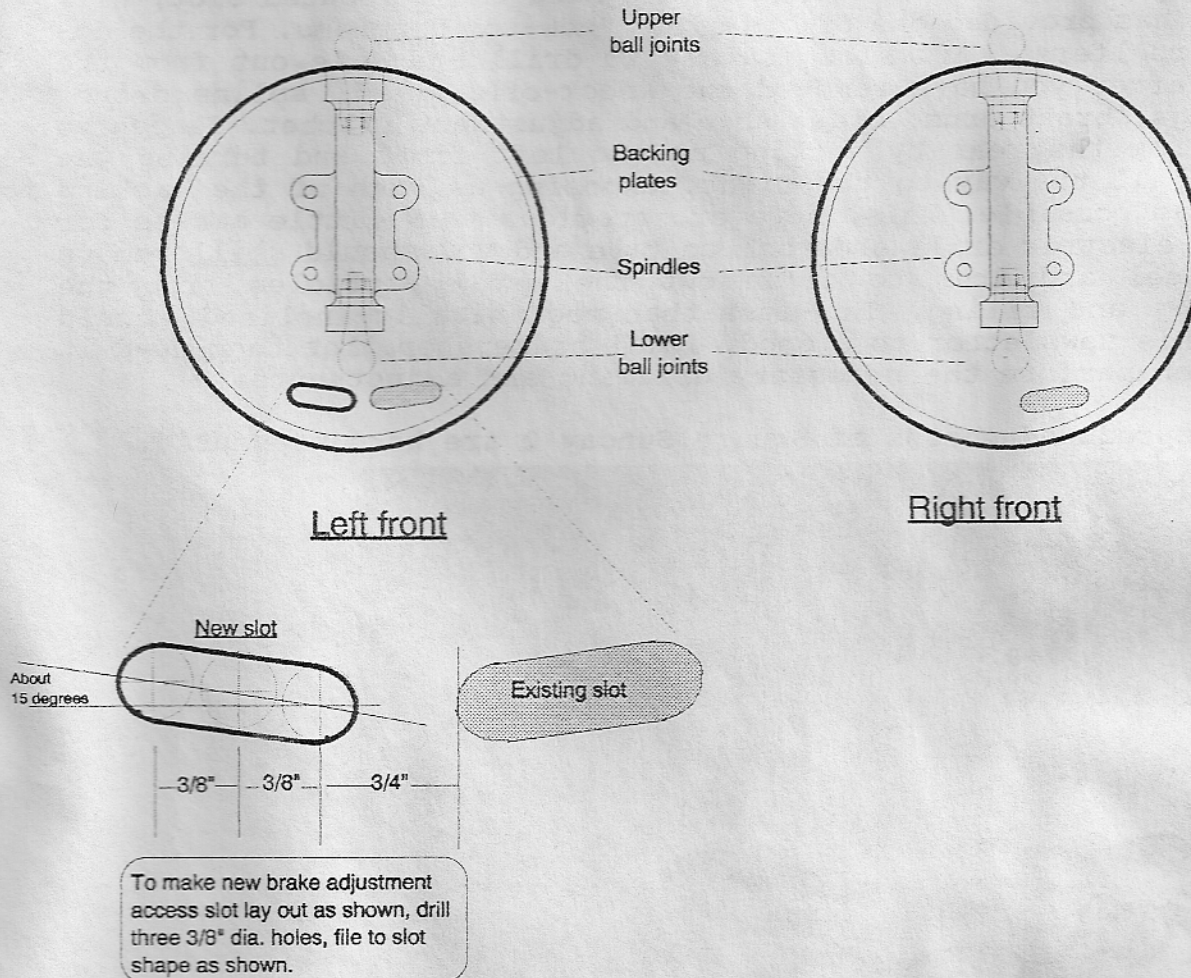
is the next subject to be covered. The manual brake adjustment slot should be located on the rear of the each backing plate but on mine it was on the front of the left front plate. I wondered about this as I drilled in a corrected slot but I then had to correct the same condition on a half-dozen Squires I've worked on and have noted that some prior owners had corrected the same situation on a few more I've observed. So, it seems apparent that Ford Motor Co. shipped Intermeccanica 100 right-side backing plates instead of 50 right and 50 left and since they're interchangeable they went ahead and used them and thereby rendered the left front brake shoe unadjustable. We suggest you inspect the left front backing plate and if the adjustment slot is on the rear of the plate or there are two slots, yours is OK. Just manually adjust your brakes or have a local professional do them.

Should your left front backing plate need the relocated slot, Bill Lieske has provided one of his nifty "how-to" diagrams. For the do-it-yourselfers, this slot is easy to drill and file out from the front after you have removed the knock-off, wheel, spline drive, bearings, brake drum, brake shoe and adjustment ratchet. It can be done from the rear by jacking up the left front and turning the wheels all the way to the right, exposing as much of the backing plate as possible. This, however, provides very little access for a 3/8" electric drill and room to file and you should still remove the wheel and drum to clean out the metal particles from the drilling and filing. The less-than-mechanically-inclined should take this newsletter to a good, local brake shop, let them read it and then perform the necessary drilling and adjustments.

Some reproduced photos of Squire Sunday 2 are here presented.



*Ref
Stall*



The sketches above are views of the inside of the backing plates as seen from beneath the car.

See text for added discussion as to best method of adding a slot in the left front backing plate to provide access to the adjusting wheel for left front brake shoe adjustment.

Correcting the error in original Squire right front backing plate to permit adjusting brake shoes.