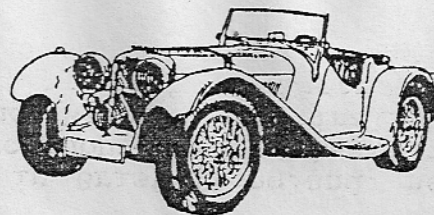


CLBCOM 71

NOVEMBER-DECEMBER 1996



Squire SS-100 Registry

CHASSIS #7 CHANGES HANDS

In CLBCOM 56, April 1995, I reported that valued member Warren Hagen had passed away in Florida after a long illness. That news saddened me. Warren had helped me locate more than one of the missing Squires and was a genuine nice guy. His health had been poor and he had purchased #7 in rough shape so he worked on it only when he felt up to it. His one goal was to complete the restoration and tour the State of Florida driving the Squire. He didn't make it and the work was stopped in mid-repair and the car has been for sale since then by Warren's heirs.

A few months ago I was contacted by a man named Bill Simms. Bill has been helping Dr. Bill Freeman restore one of his two Squires in Tullahoma, Tennessee. He decided he liked Squires so much he wanted one of his own so he contacted me and I gave him a list of the ones I knew to be for sale. He finally settled on the Hagen Squire and on November 1, 1996 he and a young friend drove to Florida pulling a tow-dolly and brought the car home where he will complete the restoration. Great news! So, please welcome:

Bill & Bev Simms - 2310 Rock Creek Road
Estill Springs, TN 37330-3571, Area 615+649-2288

Bill has an interesting background. Born in Bristol-England, he enlisted in the RAF in 1938 and served throughout WW-II, starting as a Private and advancing every rank through Warrant and finally, Flying Officer. He flew as co-pilot and flight engineer in Lancaster bombers and the Sunderland flying boat, the biggest float plane in the Allied arsenal. After discharge he was recruited by the aircraft engine division of Rolls-Royce and transferred to Canada as a trouble-shooter. Later they transferred him to the States where he eventually retired from Rolls-Royce but went on to become a consulting aircraft engineer for various airlines and airframe manufacturers. We wish him well in the restoration of 007.

FUEL LINE FAILURES

is something I've meant to write about for some time and keep forgetting. A recent automotive article brought it to mind so here it is.

Soft fuel lines, whether natural rubber or neoprene, tend to dry out and crack after years of service, especially so if the car is parked for long periods between uses. Here in the West we have gone to winter use of blended or "oxygenated" gasoline where the refineries blend ethyl alcohol and other chemical additives to the basic product to reduce CO emissions. These blends tend to hasten the drying and cracking process, doubly so on old, original lines.
(continued)

I suspect that more than a few of you still have the original soft lines installed in Italy twenty five years ago and this winter may be a good time to consider replacing all three sections. (1) There is a soft line from the top of the gas tank to the hard line (steel) that runs the length of the frame. You gain access under the left rear wheel-well but it's easier if you remove the wheel. (2) There is a short connector between the front of the hard line and the fuel pump. (3) Finally, there is another hard line from the fuel pump that bends around the front of the valve cover and connects with a short soft line to the filter/carburetor. There may be a few variations to this because I know that some owners have added extra fuel filters into the system. One other caveat. Some mechanics claim you don't need hose clamps on the soft lines and I don't believe it. I not only recommend their use, I suggest you purchase and install new ones. This is a reasonably priced job for your favorite mechanic and the do-it-yourselfers can finish in an afternoon. Only tricky place is the connection at the top of the gas tank where you have to kind of "feel-it-in".

I'll leave this subject with what could have been a Squire horror story. I know of one car in the East that had been garaged and not run for many years. It was decided to start it up and with a new battery, gas and some priming they finally got it going. Leaving it idle to warm it up, they went inside for a minute and came out to find the driver side of the engine compartment on fire. Seems one of the soft lines was cracked and it dripped fuel into the engine compartment where it finally ignited. They caught it in time to contain damage to the electrical wiring on the drivers side. Whew!

SPEAKING OF RUBBER

there is another area of damage control we need to discuss and for once it's not the cars' fault. When I bought my Squire one of the first flaws I noted was the fact that all four of the neoprene envelopes that surround the ball joints had ruptured. This is always caused by some high school drop out who's supposed to be paying attention when he lubricates your front end with a pneumatic grease gun. Overfilling under pressure results in bursting of the envelope, allowing subsequent grease jobs to leak out (making a hell of a mess) and the ingress of water and road grit. Little need to mention what that will do to your ball joints. I would suggest that if your envelopes or "boots" are still intact, that you grease the car yourself or ask your service station to use a hand operated grease gun and personally monitor the process, if possible. Jim Dimond and I are planning on replacing ours, most likely this winter, and we'll write the procedure up for a later newsletter.

AND THE LATER NEWSLETTER IS NOW

Jim Dimond called right after I completed the foregoing and said he had three boots in good shape but one upper one that was torn so we decided to replace it and used the following process.

REPLACING THE UPPER "A" ARM BALL JOINTS

The Ford factory built suspension arms are made in such a way that you cannot just replace the rubber boot. It's all swaged together as a single unit and must be entirely replaced with an after-market kit. Since most of you reading this will use a front end shop to do the work I'll skip over the preliminary prep and address the do-it-yourselfers. The upper ball joints are each held in place by rivets. After placing your Squire up on jack-stands, remove the wheel and place your floor jack under the lower arm just so it touches. Using a center-punch, pop a starter hole in the top/middle of each rivet. I used three bits, 1/8", 1/4" & 3/8" to drill away most of the rivet top but be very careful not to drill into the parent metal of the "A" arm or you'll enlarge the hole. When you think you've gone deep enough knock off the last of the rivet top with cold chisel and hammer. Next, remove the cotter pin and nut that holds the ball joint to the spindle assembly. Drop your floor jack just a little and if you're very lucky the ball joint/spindle will be loose enough to separate but most likely you'll have to force it with a pickle fork and hammer. That done, the old ball joint should fall out but you may have to persuade it with a drift pin and hammer. The replacement kits are almost goof-proof and come with everything necessary to bolt the whole thing back together. Don't know for sure how many brands there are but you should find one of the following three in almost any aftermarket auto store:

Federal Mogul (TRW) #801-10235	Upper Ball Joint	-	about	\$30	each.
MOOG (Federated) # K8142	"	"	"	"	"
NAPA #260-1092	"	"	"	"	35 "

Just for the record, the upper "A" arm on our Squires was used on the 1971-73 Ford Mustang.

REPLACING THE LOWER ARM ASSEMBLY BALL JOINTS

and the answer is 'ya can't do it. When Ford Motor Co uses the word "assembly" they mean just that, you have to replace the entire lower arm.

Member Sid Weaver gets lonesome for Squire company so the day after Thanksgiving he drove to Albuquerque and caught a 7:00 AM flight to spend a few days with the Phoenix Three. Taking advantage of his help, we rebuilt my entire front end. After replacing the upper ball joints with no problems, and knowing that my lower ball joint boots were also torn, we said "Why hell, this is easy, Lets just do the lower ones too". Jeeeeeeze, what a mistake. After drilling out the rivets and removing the nut from the lower spindle, no amount of pounding would knock the ball joint from the arm.

(Continued)

I finally did what I should have done in the first place, jacked the arm up as high as I could and stuck my head underneath to inspect it. Guess what? The @^!*~`\"#@ ball joint was also welded to the lower arm. By now we had ruined the arm and nothing was left but to swing and prop the entire brakedrum assembly to one side and remove the two strut bolts and main connecting bolt from the frame and pitch the old arm.

For a better understanding of this assembly, please refer to Clbcom 16-page 3. This lower arm was used on many Ford models and is called Lower Arm Assembly-Part D7DZ-3078-A, available from stock or by special order from most Ford dealers at about \$80 each. (Sorry, there does not seem to be a cheaper after market one available). I beat this one by recalling that Bill Lieske had two of them in perfect condition sitting in Glendale, left over when he installed Mustang II parts on his Squire. One-call-did-it-all and my Squire is now back together but let me observe on the following:

These rubber boots have lasted about twenty five years and with no more miles than most of us drive, the boots and ball joints should last at least that much longer. If, however, the boots and/or ball joints are shot and need replacing, let a professional front-end shop do it. Sid Weaver and I are both better-than-average home mechanics and I had all the tools necessary for the job including a compressor and pneumatic tools - and it still took two ten hour days for both of us going like hell to complete the job. What we've really given you here is the necessary part numbers to make whoever does your work a lot easier.

So, now my Squire SS-100 has a grease-leak proof front end as tight as the day it left Italy, including new and improved torsion bar bearings, which drops right into the next subject, and I hope you non-mechanical types are still awake.

REPLACING THE TORSION BAR BEARINGS

Mechanical types will want to refer to Clbcom 68-page 5, 6 & 7. Bill Lieske made it quite clear how to go about cleaning and lubricating the old bearings but New York member Sam Handle moved us up a notch by up-grading the original Delrin bearing with an improved Delrin and another material called Nylatron DSM. Sam made up a few sets of both materials and shipped them to me for a trial instillation. While we had both Squires all apart this week, Jim Dimond took a pair of the Nylatron bearings and installed them in his car and I'm pleased to report that they dropped in just as they were supposed to, a perfect fit. Sid Weaver and I then installed a set in mine and Sid also took a pair back home to New Mexico to put in his Squire, all Nylatron DSM. Sam's new bearings fit like a dream but it'll be a long time before we find out how well they wear. I will be quite happy, however, if the new material will put an end to that god-awful squeaking/squawking in my front end.

(continued)

Watch this newsletter for further reports on wear and/or noise suppression and possible improved ride & handling with these new bearings. Sam Handle has made enough sets that there are more available for Registry members that want to install them. But please, if you ask for a set don't pitch them on a shelf to be installed sometime in the distant future. When you're ready to tackle the front end repair project call or write me and I'll ship them right out to you.

There is one last thing to be discussed under the subject heading of torsion bar bearing replacement. The piece of square tube that holds the entire assembly together on each side of our cars is pictured on page 7 of Clbcom 68 and labeled "torsion rod sleeve". Unfortunately, this is made of mild steel, very mild steel and over the years prior owners have beat on them with hammers and peened the leading and trailing edges to a point where they must have material removed just to get the assembly apart. This has been true on all four of the Squire systems dismantled. In my Squires case, after removal of the torsion bar itself we had to drive the tube forward with a five pound hammer then remove the peened over metal with a small burr on a moto-tool. Thus done, we could then drive the tube backwards with a long probe for final disassembly. Again, in my case, someone had hit the tube so hard that it had ballooned out in the center and required lots of hand filing before the torsion key nut would slip easily from one end to the other. Once the square tube has been filed or ground to the proper size of it's entire length, reassembly of the complete torsion bar suspension is reduced to about a half hour per side.

To conclude this lengthy but important subject, the key to ease of replacement of the torsion bar bearings seems to be the short length of square tube described as the "torsion rod sleeve". This should be a once-in-a-lifetime job and if you have to beat it apart with a sledge hammer it should be reduced to the proper size so that it does not have to reassembled the same way. In my case we slipped it together with our fingertips and bolted 'er up. Finis!

MY CLASSIC CAR-VIDEO MAGAZINE

We were contacted a few months ago by this production firm who asked us to fill out a form outlining who we are and what we do. After doing so I reflected that in the past few years we have been approached by almost a dozen video and on-line production outfits and they all seem to fall into the same trap, mainly by featuring Cobra kits, Mustangs, Corvettes, Camaros and lots of chit-chat by automotive "experts". You know, more of the same. This month we received their tentative 1997 schedule to be aired on Saturdays on The Nashville Network (TNN) and I have reproduced it below. You guessed it, the same old stuff. It'll be interesting to see if they survive more than one season. (Continued)

Tentative 1997 MCC Episode Content Schedule

Episode #1, to premiere January 4/5, 1997

•Classic Designers & Engineers feature on Don Yenke, creator of the "sYc" Yenke Camaro. •Restoration Tip: "Reviving a Stored Classic" •A visit to the Mustang Club of America's 20th Anniversary Celebration. •Feature: The Boss 429 Mustang

Episode #2, to premiere January 11/12, 1997

•Restoration Tip: "Chrome" •A visit to the Carlisle Summer Show in Carlisle, Pennsylvania. •Feature documentary: "Development of the 810 Cord"

Episode #3, to premiere January 18/19, 1997

•Classic Designers & Engineers feature on Larry Shinoda, whose design credits include work on the Corvette Sting Ray, Boss 302 Mustang and the Chevy Z28 Camaro. •Restoration Tip: "Clutches" •A visit to the Indiana SAAC Convention at Brown Co. State Park. •Feature: 1965 Pontiac GTO

Episode #4, to premiere January 25/26, 1997

•Restoration Tip: "Standard Transmissions" •A visit to the Woodward Dream Cruise near Detroit. •Feature documentary: "Development of the 426 Hemi"

Episode #5, to premiere February 1/2, 1997

•Classic Designers & Engineers feature on Ed "Big Daddy" Roth, legendary hot rod builder and creator of the cartoon character "Rat Fink". •Restoration Tip: "Stainless Trim" •A visit to the Camaro Street Nationals in Warren, Michigan. •Feature: Chevy 409

Episode #6, to premiere February 8/9, 1997

•Restoration Tip: "Color Sanding for Show" •A visit to the 2nd Annual Double Date Kustoms & Rods Show in Richmond, Indiana. •Feature documentary: "Dodge Daytona"

Episode #7, to premiere February 15/16, 1997

•Classic Designers & Engineers feature on the late Harley Earl, former General Motors Styling Chief and one of the creators of the

original Chevrolet Corvette. •Restoration Tip: "Rewiring" •A visit to the 10th British Car Festival in Chicago. •Feature: Ford GT40

Episode #8, to premiere February 22/23, 1997

•Restoration Tip: "Making Gaskets" •A visit to the Concours D'Elegance in Cincinnati. •Feature documentary: "427 Cobra"

Episode #9, to premiere March 1/2, 1997

•Classic Designers & Engineers feature on Tom Hoover, former engineer at Chrysler and "Father of the Hemi". •Restoration Tip: "Buying a Car" •A visit to the Vintage T-Bird Convention in Springfield, Illinois. •Feature: The Battlebird

Episode #10, to premiere March 8/9, 1997

•Restoration Tip: "Tires" •A visit to St. Ignace '96 (Muscle Mania) •Feature documentary: "Development of the '68 Sting Ray"

Episode #11, to premiere March 15/16, 1997

•Classic Designers & Engineers feature on Robert Bourke, noted designer of many classic Studebakers. •Restoration Tip: "Valves" •A visit to St. Ignace '96 (Car Show) •Feature: 1948 Tucker

Episode #12, to premiere March 22/23, 1997

•Classic Designers & Engineers feature on Pete Brock, designer of the legendary Daytona Coupe. •Restoration Tip: "Removing Dents" •A visit to the AMC National Show in Cedar Rapids, Iowa. •Feature: AMX

Episode #13, to premiere March 29/30, 1997

•Classic Designers & Engineers feature on Fred Goodell, Carroll Shelby's Chief Engineer who was instrumental in the production of the Shelby Mustangs. •Restoration Tip: "Shock Absorbers" •A visit to the Classic Chevy Show in Virginia Beach, Virginia. •Feature: Mustang Boss 302 vs. Camaro Z28

MCC is tentatively scheduled to air at 1 p.m. ET each Saturday and again at 3:30 p.m. each Sunday.

For the latest updates, visit <http://www.myclassiccar.com>

A "SPRING-FLING" IN LAS VEGAS?

The Western Squire owners have a drive-in meet once a year in some convenient spot and this year we've picked Las Vegas, NV. Why? We hope that some of the Easterners will fly out and join us for the weekend. March 14, 15 & 16 is the tentative date but you could arrive before and/or depart later. I'm working on reservations at some neat spot on the Strip but one immediate problem arises. That time of the year is very popular for conventions in Vegas so that folks who are sick of the winter weather can escape for a few days and charge it off. We hope you'll join us so this announcement is for planning purposes. Watch the January newsletter for a firmer date. Squires committed so far: Lieske, Spielman, Stahl & Weaver. Maybe? Jim Dimond's refurbished Chassis # 9 (just the chassis).

WE'RE FINISHING UP A MODESTLY SUCCESSFUL SQUIRE YEAR

and here's wishing you and yours a happy holiday season but one last thought, especially for the older members:

ALWAYS REMEMBER

It's hard to be nostalgic when you can't remember anything.

