

CLBCOM 75

APRIL 1997

Squire SS-100 Registry

YET ANOTHER SQUIRE SS-100 ANECDOTE

and for the proper perspective on this one please read Item 3 in CLBCOM 66 - May 1996.

Member Bill Simms called me this month from Tennessee and during a long chat about the items he is restoring and improving on his Chassis #7 he mentioned he was missing the polished aluminum trim strip from the center of his hood (or bonnet, as Bill calls it.) "Aha!", cried I, I have one!". I wrapped it up and shipped it to Bill Simms to install on his Squire SS-100. So, the center strip from John Falk's Chassis #17 is now on Jim Dimond's Chassis #9 and #9's is now on Bill Simms's #7. These darn trim strips have almost more mileage than the cars.

While on the subject, Bill Simms is also missing one of the short aluminum stand-offs from the lower front of the hood, the ones used to keep the hood strap from chaffing the paint. If someone has one or two please put them in an envelope and mail them to Bill Simms.

As a final to this, if you remove some original part from your Squire that you don't intend to use again, PLEASE SAVE IT and let me know what you have for cataloging. Or, ship it to me and I'll keep it for some other owner's future need.

SQUIRE FRONT WHEEL BEARINGS

is once again in the news. On page 2 of CLBCOM 39 (Oct.'93) I pointed out that on Bill Lieske's Chassis #44 we had discovered that he had the right wheel bearings but the wrong races. This creates a situation wherein you can operate the car for an indefinite period of time but the combination of wrong bearing and race causes uneven wear with the possibility of wheel loss when it fails. The second undesirable side effect is that the mis-match does not allow the brake drum to "seat" all the way home and you cannot install a cotter pin in the castellated wheel nut, a definite no-no in any mechanics list of priorities. The correct bearing/race combination is (inside) Part # L68149 and (outside) Part # LM12749. These are from the 1972 Ford Maverick.

I guess I'm guilty in that once I report a potentially dangerous situation I put it out of my mind as "fixed", forgetting that most of the membership is not quite as eager to tear things apart as we in the West are. Ron Langdon (Squire East) of Freeport, NY has been working on a members Squire, found this situation and called me for the correct part numbers. He later called me back and said only the outer race was wrong on the Squire he was working on and he replaced it with race part #4T-LM1271-OV. (Continued)

He also reported that the Ford spindle used on our Squires was originally manufactured for disc brakes and not the drum brakes that came on our cars. I can't verify this but that could account for the mis-matched bearing/race that has shown up on some of our cars.

One way or another, if you have not done so I would recommend that you check your front wheels to be sure your brake drum is seated all the way home and a cotter key is installed. For the do-it-yourselfers, first loosen the knock-off then jack up the front end and remove the wire wheel. It's then necessary to remove the five nuts that secure the spline adaptor to the brake drum. Once removed you then remove the grease cap from the hub and if you have a cotter pin installed you're home free. If not, it's then time to check the bearing/race combination and install the correct ones. If you are not mechanical better have a competent auto shop check it out for you. This is the forth or fifth time these front wheel mismatches have been reported so it's worth checking out. Finally, since you have now gone to all this effort repack the front wheel bearings with fresh bearing grease. After twenty five years they most likely need it.

CHASSIS #47 CHANGES HANDS

Member Neil Hayes of Sedalia, Missouri is 74 years old and has been recently suffering some serious health problems, to a point where he could no longer drive his Squire and he decided to sell it to someone who could. So, meet Jerry O'Keefe, 607 W. 67th Terrace, Kansas City, MO 64113-1944 Home:816+363-1179. Jerry is 59 years old and single. Welcome to the Registry, Jerry.

1997 CARLISLE IMPORT/REPLICA SHOW

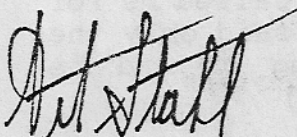
will be held in Carlisle, PA in May (see Clbcom 74-Page 2) and it's time to saddle up for those planning to attend. Bob Murray and Mark Offenbergl still plan on meeting any strays at noon and again at 1:00 PM at the Security Office under the grandstand platform.

PART TWO OF BILL LIESKE'S "SQUIRE ELECTRIC'S" IS ATTACHED

and we thank him for this thoughtful treatment. However, regarding the Fiat 600 steering column I suggest you read pages one and three of Clbcom 40, November 1993. I'd like to hear from anyone that buys one of these rewire kits from Bayless and installs it.

AND ALWAYS REMEMBER

To live forever, acquire a chronic disease and take care of it.



ABOUT ELECTRICAL SYSTEM AND WIRING PROBLEMS IN THE SQUIRE SS-100

By Bill Lieske

Continued from CLBCOM-74

STEERING COLUMN BLUES

Perhaps the most aggravating thing to deal with is steering column electrical problems. The original column is similar to those found in Fiat and other Italian cars of the late 60's and 70's. Insofar as we can learn, there are no direct replacement parts available for them!

If the horns won't toot you must first pop the horn button out and pull the steering wheel to get to the problem area. There is a thin brass ring in the wheel hub that has a wire to the horns and then to battery +12 V. A curved thin brass or phosphor-bronze ring is placed in the steering wheel hub to maintain contact with the fixed ring as the wheel is turned. A flexible wire from this ring goes to the center contact of the horn button, which when pressed makes contact with a metal part of the steering wheel hub to complete contact and make the horns go beep, if everything is functional.

You should note that grease was applied to these parts originally, but it has long since hardened and become full of dirt and dust. Usually the contact rings have been worn such that they are unrepairable. I had to make new parts for my Squire using the remnants of the old ones as patterns, through a hand cut-out, file and polish exercise. I spent untold hours making these darned parts and getting them to work. Sorry, guys, I won't do this again for any amount of friendship or money!

I am aware that several owners have resorted to mounting buttons on their dashboards to blow the horns! It is, by far, the easiest way out!

Turn signals, low and high beam light switches are another source of agony. I know of at least five Squires that sport some kind of aftermarket turn signal setup and various types of low-high beam switches from floor mounted to a switch on the dash. One Squire now under restoration has a tilt Oldsmobile Toronado upper column with turn signals and hi-lo beam switch intact - very elegant!!

The entire original column top assembly is rather delicate and many have been abused. Even after having removed the steering column from the vehicle is a real project to disassemble, repair and re-assemble. There is a bundle of perhaps 14 wires from the switches in the upper column that come out in a very difficult place to access near where the steering column is anchored to a bracket behind the dash. I had to cut these wires anyhow, since most of my wiring was so bad that I took it out and deep-sexed it. With great care and effort, one can cut these wires and install male and female crimp-on connectors to hook things back up after making repairs to the switches and switch contacts. I arranged mine that way to facilitate taking the column assembly out if repairs are ever needed again. But, I had the body off my Squire at the time! It would be quite a task to get at these with the body in place.

If the column is removed from the vehicle, it is possible to carefully dis-assemble the whole upper part and repair damaged or worn switches. On mine, it was necessary to make new contactors using special spring stock and contacts out of radio-telephone system type relays. I doubt that many of you would have this kind of stuff lying around, or if you had, the patience to make the parts! At least all of my controls were made to work again, after my Squire had been left outdoors in Mississippi for a few years. The various controls should work this way after repair:

Turn signals: Left = left turn, Center cancels to off, Right =right turn, cancels to off.

Dimmer controls: Lever Down= Low Beam

Lever Center= High Beam

Lever Up= High Beam Off - Will flash high beam when lever lifted up toward the wheel (with lights off but ignition on).

OTHER THINGS.....

If your alternator fails or if the regulator goes bad, the simplest antidote is to buy a new "one wire" alternator. These are great, since you just hook the one wire going to the input terminal of the ammeter and that's it! You can leave the old regulator in place or remove it, as you prefer. You can find one wire alternators to suit your Squire at most auto parts houses, or J. C. Whitney in Chicago. The cost is less than a new alternator and regulator combined.

Headlights on some Squires had conventional incandescent 35 watt dual filament hi/lo beam bulbs in reflectors, or the old style sealed beam filament bulb units. You can buy direct replacement 45/50 watt Halogen sealed beam units that provide scads more light. They're really worth getting if you do any night driving. The bulbs in the original driving/fog lights are almost impossible to find, since they are apparently an obsolete European variety. You can adapt 40 watt Halogens into these lights to provide lots of brights for driving or during foggy periods.

GENERAL WIRING TIPS

Remember that fiberglass is a very good electrical insulator, eg: Non conductor of electrical current. All fender or body mounted lights horns, etc. must have a ground wire from the ground side to the chassis for them to function. More than one guy has mixed up hot and ground wires when changing lights or fixtures resulting in "short" path to ground. Quite a few of us have had the original Intermeccanica tail lights replaced with Harley Davidson "Tombstone" tail lights. Seems as though most fiber glass guys don't know diddley-squat about electricity, based on the several botched electrical hook-ups that they have made. If you have a fiber glass shop fill in the fenders and mount such lights hook the wiring up yourself or get an auto electrician to do it for you.

If you want to add a radio to your Squire *be sure* that you get one with a tape deck! Reason: It is literally impossible to get noise free reception since the fiberglass body provides no shielding to keep ignition and regulator noise pulses and alternator "whine" away from the radio antenna. Your radio will work OK when the engine is off, but if you want music on the go, use your tape player.

PROBLEM SOLVING 101

If you have electrical problems that you can't solve, the following options are available to you:

1. Decide to learn more about how electricity works. Then go out and buy an inexpensive *volt-ohm-milliammeter* and a continuity tester and do some circuit tracing to find shorts or opens in your wiring.
2. Check all of your friends out: One of them might help you solve the problem or problems. But, assure yourself that your helpful friend knows what he is doing before starting to cut, splice or add wiring!
3. Shop around for an automotive specialty shop that has a reputation for solving electrical problems. Yes, *there is one out there someplace!* Take the car to them for an opinion as to what is needed. Get a dollar estimate. You are better off to let them work on it when other jobs are not pressing, since they will have to sort out things without the benefit of schematic diagrams, and on a somewhat unconventional original wiring job. Be sure to set some reasonable cost and time expectancy or the darn car might sit in their garage gathering dust for a year or two and when fixed could cost you a

small fortune. This has happened to several Squire owners in the past!

4. If the steering column switches, etc. are really trashed, there are after-market steering columns that can be adapted in place of the original type and that have both hi/lo and cancelling type turn signal lever switches. They are not cheap, however, and might require some extensive adaptation work to make them fit in place for proper steering and electrically function properly.

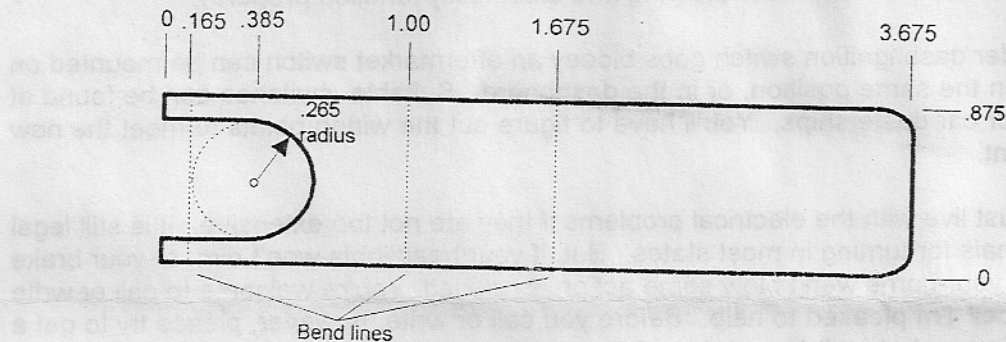
5. If the original under dash ignition switch goes blooey an aftermarket switch can be mounted on a suitable bracket in the same position, or in the dashboard. Suitable switches can be found at automotive stores or car dealerships. You'll have to figure out the wiring points to meet the new switch's arrangement.

Of course, you can just live with the electrical problems if they are not too extensive. It is still legal to use hand-arm signals for turning in most states. But, if your headlights won't dim, or your brake lights won't work, or your horns won't blow some action is needed. You're welcome to call or write me for assistance! I'm pleased to help. Before you call or write, however, please try to get a good idea of what is or what isn't happening. It makes it much easier to make a long distance diagnosis and suggest remedies if you have a good description of your problems.

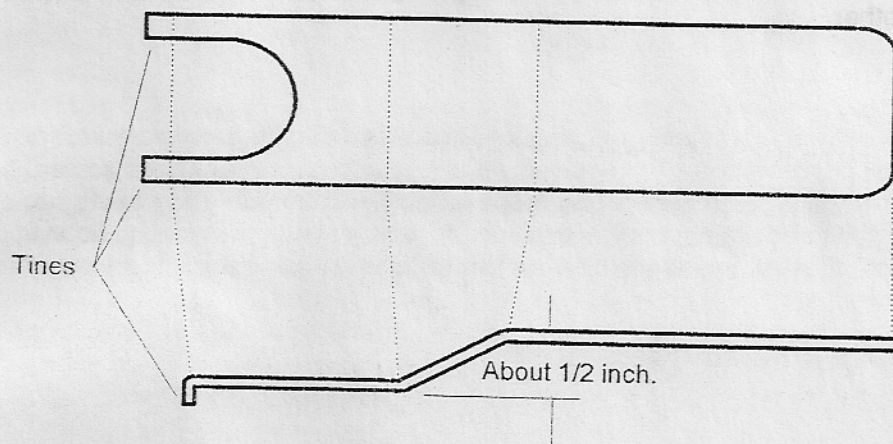
Good luck with your Squire's wires! Remember - *almost* everything that can be made and broken can be fixed, one way or another.

Bill Lieske

2/28/97



Pattern for cutting blank to shape. Make from 14 ga. steel.



Mark the bend lines. Then, using your bench vise bend to the shape shown above. You can have this tool zinc or chrome plated to prevent rust

Special spanner wrench for tightening the Lucas switch mounting nuts into the Squire SS-100 dash. The tines fit into the slots in the knurled threaded switch mounting rings.

All dimensions shown are in inches.