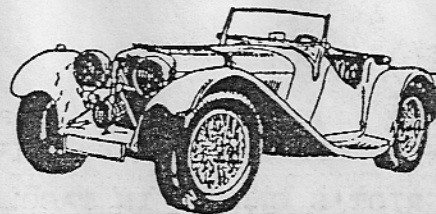


CLBCOM 76

MAY 1997



Squire SS-100 Registry

JAEGER ITALIA INSTRUMENT REPAIR

With the help of Member Bill Simms we have located a firm that is qualified to repair the instruments on our Squire SS-100s. Bill stumbled over this outfit located near his home in south-central Tennessee and they successfully repaired the tachometer on his Chassis #7. They are:

Clock Doc
125 University Avenue
Sewanee, TN 37375-2206
Info Line: 615+598-5986
Order Line: 800+256-5362

I had a long phone conversation with the owner, William Russell, who confirmed that he can and does repair the Jaeger Italia instruments. (He also reported that Jaeger Italia is still in business in Italy and makes most of the instruments for Fiat, Alpha-Romero, Ferrari and the many other hand made Italian automobiles).

Mr. Russell stated that their repair policy is as follows: You remove the instrument, carefully box it up and send it to Clock Doc via USM or UPS. On receipt (or as soon as they can - this little outfit is very busy) they will examine the instrument, determine the cost and/or whether they can fix it at all, and then call you with a repair estimate. You then determine whether you want it fixed at the quoted estimate. You have the option of having it returned without repair at no cost to you. Whether they fix it or not, Clock Doc returns your instrument post-paid.

Mr. Russell also stated they have thousands of used and NOS (new-old stock) parts. They can and do make parts needed when necessary. Another service is the complete restoration of the dial face by screen printing, a complicated but successful process.

If any of you are interested in removing your instruments for repair and don't know how, call or write me for instructions. I would suggest that on the water temperature and oil pressure gauges you first determine if the sending unit on the Ford motor block is working. On the speedometer, be sure the drive unit located on the transmission is working and/or the drive cable is free and intact. On all the gauges they need only the receiving unit located on your dashboard. The only exception is the gas gauge. There, they need both the sender and receiver and in order to remove the sender it's necessary to drop the gas tank. Have your favorite garage do this or the do-it-yourselfers can call me for detailed instructions.

GRIOT'S GARAGE IN TACOMA, WASHINGTON

may seem like a strange subject for one of our newsletter headings but here it is. Because the Squire SS-100 Registry's name is now listed in so many automotive related publications I get pounds of unsolicited sales catalogs each month and most of them get round-filed in my shop before they ever reach the house. This month I received a slick catalog from Griot's Garage and I glanced at it before pitching, just happening to open it to a page that contained the kind of ignition cut-off switch that I'd like to install on my Squire. Further reading found a few more difficult-to-find items so I phoned this firm and asked them to mail a catalog to each of you. When it arrives I call your attention to the before-mentioned switch on Page 32, the anti-seize paste on page 18 and the oil wrench on page 31, to mention a few. I am not endorsing this outfit's products in any way but they do seem to have rounded up some nifty items, albeit they seem a little over priced. The last item I'll mention is the paint touch up applicators on page 16 - which leads me neatly into the next subject.

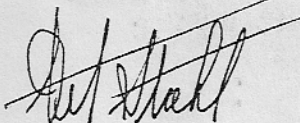
TOUCHING UP YOUR SQUIRE SS-100 PAINT JOB

Most towns and cities of any size have a paint outlet that specializes in automotive finishes. If you drive your Squire as much as I do you are bound to have some paint chips and finish cracks showing and many of these stores offer a service where they will mix up a pint of paint and color blend it, usually by trial and error, where they get either right on or very close to your color, even though it has faded over the years. Once the touch-up paint is secured your next problem is application. The trick is to just cover the chip or scratch, "color in the lines" as the kids say. I've used matches, tooth picks, water color brushes (the worst choice), or just about anything to get the right amount of paint onto just the area exposed without gobbing it 1/4" beyond the chip. These Griot's applicators look like just the right item and I'm going to order some.

While on the subject of paint, many of you will be painting your Squires in the future so be sure and have your painter give you some of the base coat used on your car (with no hardener added. Tell him it's to be used for touch-up) and also be sure to secure the brand and Paint Code Number so that you can buy touch-up later over the phone. For example, my paint is 1966 Ford Mustang Signal Flare Red, Code #409E5 and the clear coat finish is MS3000, both made by a German paint manufacturer named Sikkens. With that data I can buy touch-up paint just about anywhere in the USA.

AND ALWAYS REMEMBER

When you find something you like, buy a lifetime supply because they'll stop making it.

A handwritten signature in dark ink, appearing to be 'J. Hall' or similar, written in a cursive style.

NEW CARBURETION FOR THE SQUIRE SS-100

BY: BILL LIESKE

Forward

When I got my Squire, the original carburetor was a mass of rust and grime. I took it apart and realized that it was beyond repair, so I went to a local auto parts store, bought a "remanufactured" Carter RBS and bolted it onto the intake manifold. When I got around to starting the engine, some months later, I put fresh gas in the tank and after a few cranks the engine started up and ran. After it warmed up sufficiently, I adjusted the idling mixture and backed the idle RPM stop screw down to get about 900 RPM. It ran fine for about 20 minutes then quit as though somebody had cut the gas line in half.

After taking the carburetor off the engine and removing the float bowl, I found a little jet of some kind or other that had vibrated loose and fallen out. After replacing this item and tightening up everything else the little RBS carb served well for about 9,000 miles of driving, over a 3-1/2 year period. Within the past several months, however, dumb stuff started to happen. After deceleration on engine compression the car would often backfire loudly, scaring the bejeebers out of me and the other drivers on the freeway; causing a few to get their pistols out if it became necessary to fire back. This suggested that some unburned gasoline was getting into the exhaust system during times when the engine was coasting on compression. Also, sometimes there was some "surging" under mild acceleration rates. So I got a Carter RBS kit and rebuilt the carb. This helped but some problems still existed. I borrowed a spare Carter RBS and experienced some other wierd mannerisms. I noted that the ignition breaker points were a bit worn so I filed and re-adjusted them. Some improvement but still things were not back to normal. This sort of thing bugs the heck out of me!!!!

Get yourself a Holley, By Golly!

Meanwhile our good buddy and meticulous car restorer Jim Dimond is just about done with his Squire chassis rework. On a trip to California, Jim had stopped by a neat little place in the town of Corona called Clifford Performance Products. They specialize in performance equipment for American iron 4 and 6 cylinder in-line engines. Jim found a Weber Model DGEV, 2 barrel dual stage electric choke carburetor with accessories that is a performance carburetor for 4 litre in-line six cylinder Jeep engines. He has this installed on his engine but has not yet got his chassis rewired so that the engine can be started. I got the Clifford 'phone number from Jim.

After another several hours of messing with my carburetion problems, I called Clifford's and ordered one, each of the following:

<u>Clifford Part #</u>	<u>Description</u>	<u>Remarks</u>
08-7033	Weber DGEV 2bbl Carb.	2 barrel progressive type
08-1610	Carb Adaptor	Holley 5200 Series
08-7084	Air Cleaner	DGV-Weber (K & N Oil Saturated)
08-7116	Weber DGV Rod Throttle Kit	See comments
(Ask for a catalog while you're at it.)		

This stuff amounted to about \$300.00 including packing & shipping costs. They take credit cards. Their telephone number is (909) 734-3301. FAX is (909) 734-8407. They're helpful, nice people. If you mechanic type Squire owners think that this is a good idea here's the rest of the story.....

Installation procedures

First take your old RBS off the manifold, pour the gas out of the bowl and wrap it up as a spare.

You will find an aluminum fixture plate with a 5/8" hose tang for the suction line from the PVC valve in the valve cover. This bolts to the intake manifold and has mounting studs for the original carburetor. Take this off the manifold for now since it is valuable to use as a template for boring out mounting holes in the new adaptor casting. Use great care in locating these holes on the adapter casting since they must be exactly symmetrical. Drill small (1/8") pilot holes then check with a divider or caliper to ensure that their center-to-center measurement is accurate. Holding the adaptor casting with a table vise bolted or clamped on a drill press table, bore these holes out to 13/32" diameter. Use a slow arbor speed to prevent "grabbing" the aluminum.

Now, you must file or grind away some material above the bolt holes to clear mounting nuts. I'm lucky enough to have a milling machine which made this relatively painless! See the attached drawing for details and instructions. Be very careful: If you cut too deep you'll break out into the adapter throat and your adapter is a goner!

Try to find new gaskets to place between the manifold and the PCV plate, and between the PVC plate and the carb adaptor. If you can't, use the old gaskets as patterns and carefully cut new ones from *asbestos free* high density gasket material such as NEA Products Co. #1967, 1/16" thick, found in most auto parts stores. This should be an excellent time to fabricate or have Art Stahl or me supply you with a slick little polished aluminum heat shield. This will inhibit heat from the manifolds causing the gas in the carb float bowl to boil after you turn your hot engine off. This causes vapor lock!

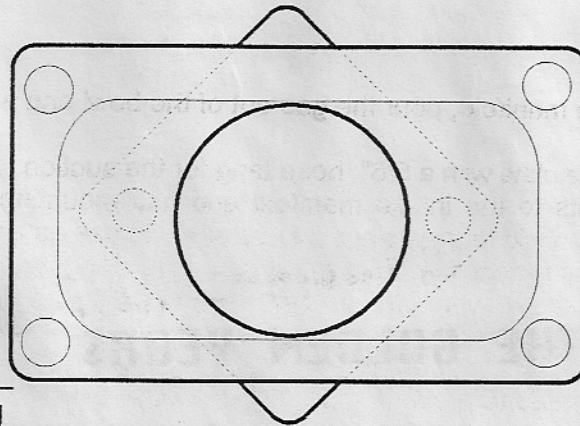
One thing that Clifford's didn't supply is a little ball-end device that sticks out from the accelerator arm at the back of the carb to connect with special connector at the end of the accelerator cable. I went to several parts stores and couldn't find one of them so I made one out of mild tempered steel stock. This little gadget is shown on an attached sheet along with some ideas about connecting the accelerator control cable and re-routing the gas line to the new carb and placement of a "see through" type fuel filter in the line. I suppose that I could crank up my lathe and make a ball-end cable connector if you can't find a suitable local source.

You can now mount the carburetor on the adapter casting using the gasket supplied with it. If you get (or make) a heat shield, you will need an additional gasket so that mating surfaces will not leak air into the manifold, messing up the required manifold vacuum. Now install the air cleaner using 1/4-20 hex head 3/4" long bolts with locking washers. Install the filter element and top cover.

The Weber carb was intended to mount on the manifold 90° opposed to the manifold as we will mount it. There is a two sided fuel inlet arrangement on this carburetor originally meant to accomodate fuel lines either into the front or to the rear of the carb on the Jeep manifold. The way you will be mounting it you can arrange the input either toward the engine or opposite the engine, as I decided to do mine. My reasoning was that this keeps the gas lines and fuel filter in the clear and well isolated from hot things around the engine. I tried to find a right angle adaptor that would fit the Weber input fitting thread, to no avail, so I decided to use the fitting supplied with a fairly generous bend in the fuel hose to keep from restricting gas flow.

(To be continued in next CLBCOM)

Top view of
adapter casting



Mounting nut

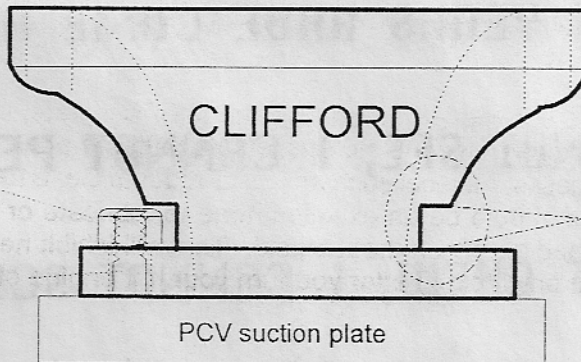
Mounting stud

CLIFFORD

PCV suction plate

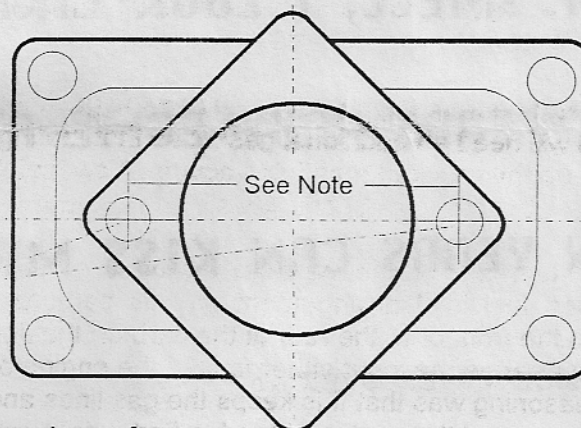
This area must be relieved back sufficiently to allow the mounting bolt to clear. **Caution: Do not file or cut deep enough to break through the casting wall into the throat.**

Side view of
casting



Locate and bore these holes with 11/32" dia. bit. (See text)

Bottom view of
adapter casting



Note: This dimension to agree exactly with mounting studs provided in the PCV suction plate.

Processing required on the carburetor adapter casting to facilitate mounting.

THE GOLDEN YEARS

THE GOLDEN YEARS HAVE COME AT LAST

I CANNOT SEE, I CANNOT PEE

I CANNOT CHEW, I CANNOT SCREW

MY MEMORY SHRINKS, MY HEARING STINKS

NO SENSE OF SMELL, I LOOK LIKE HELL

THE GOLDEN YEARS HAVE COME AT LAST

THE GOLDEN YEARS CAN KISS MY ASS!

PRESENTED FOR THOSE OF US OVER 60

ART STAHL