



CLBCOM 84

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Squire SS-100 Registry

CHASSIS #49 CHANGES HANDS

Our good friend Dick Botto, a car dealer in the Bay Area of California, has slipped into what he calls his "boat-period" and had purchased a 1951 41' Matthews cabin cruiser for restoration while it's tied up on the Sacramento River. Spending all his spare time working on the boat, he was not driving his neatly restored Squire SS-100, while at the same time needing funds to continue the boat restoration. His next move was obvious and he traded with another dealer in a complicated three car deal for cash and suddenly his Squire was on the market.

Enter Bob and Edith Walters who currently reside in Lake Havasu City, Arizona. Bob had spotted an article about our Squires in a magazine and thought they might be interested in purchasing one so he called me seeking basic information. At my urging they drove to Phoenix and checked out my Squire and on the second day, Bill Lieske's restored car plus Jim Dimond's partially restored chassis. They liked what they saw and have purchased the Botto Chassis #49.

The Walters are Canadian citizens who spend six months each in Lake Havasu City and Whitehorse, Yukon. (I'm sure you can figure out which period they devote to Arizona). They are both retired attorneys (so can it with the lawyer jokes) who are very active investors. They dropped me a note which says in part:

"We are both as excited as kids! We have both had secret dreams of owning something like this for many years. Wintering in Lake Havasu City since 1991 where there are many restored vehicles has only made us want one even more".

Bob and Edi have homes in both the Yukon and Arizona but they assure that the Squire will have a nice rest in the Lake Havasu garage while they Summer in Canada. Bob points out that sports roadsters with rag tops are not real practical in Whitehorse where enclosed four-wheel drives hold sway. (I can believe that!).

Talk about mixed emotions! I will really miss frequent contact with the Bottos where Dick has even shared N.A.D.A. Advisory Board duties with me. However, if we can keep replacing good friends with equally nice people the Squire SS-100 Registry will continue to prosper and flourish.

So, welcome to Bob and Edi Walters who also plan to participate in some of the Squire drive-in/fly-in get togethers. You can reach them at: 420 S. Acoma-#19, Lake Havasu City, AZ 86406-6701
Area 520+680-6932

CHANGING THE OIL PAN SEALS ON THE FORD 250

was the subject of last months technical article in Clbcom 83 and my latest advice on this subject is **DON'T TRY IT YOURSELF!**

Having three unplanned days on my calendar this month I started in on mine figuring one day to remove the engine and do a little clean up, second day to install the seals and repaint my engine and the third to reinstall the engine and fine tune things. **WRONG!** I must first tell you that I am just barely on the right side of 70 and I live in a retirement area where my neighbors all call me Sonny. There are some things that require an extra pair of hands and removal of that big old cast iron engine is one of them. Things started going wrong the first day with broken bolts, tools and tempers and I managed to turn the air blue with some advanced profanity I learned in Canada last Summer. I had it all unbolted by the second day but would still be at it had not fellow member Jim Dimond been in the area to help me with the actual removal.

Now I had the beast bolted up on an engine stand and discovered the damn thing was leaking oil from the seals, pan, head gasket and timing chain cover. The quality of the factory seals installed in 1972 is not up to today's standards so I next purchased a complete set of Fel-Pro gaskets & seals and started in by removing the valve cover, head and oil pan. (When I inverted the engine on the stand the remainder of the engine oil I thought I had completely drained filled up my shoes. Neat!) The simple removal of the rear main seal shown in the diagram in last months newsletter is also **WRONG!** The original factory seal is a piece of graphite impregnated jute rope that is bonded into the channel with some kind of goo and getting it out requires removal of all the main and connecting rod caps. After that the new rear seal slips right in but now you must re-torque all the main and rod cap nuts and bolts. Replacing the front main seal is not described in last months letter but it requires pulling the main drive pulley with an impact wrench and bearing puller, removal of the timing chain cover and digging out and replacing the round metal seal. Jeeze, what a job.

So, my three day job spanned over seven but now it's all back together and running nicely thank you. I will not go into details on lacerated fingers, a neighborhood sponsored blue ribbon award for original profanity, the geyser of hydraulic oil that erupted from the cherry-picker and wet down my entire garage when I wisely decided to check the oil level with the boom down, the fact that I had to call in my son-in-law and another car buddy to get the damn thing re-installed or the bolt that I have left over and have no idea where it came from. Some things should be left to the pro's.

AND ALWAYS REMEMBER

The facts, although interesting, are entirely irrelevant.

