



CLBCOM 86

Squire SS-100 Registry

MARCH - APRIL 1998

MARK OFFENBERG'S SQUIRE SUNDAY V

has been set for Sunday, September 13th at the Sand Castle in Lloyd Neck, Long Island, New York. This early announcement is being made in order to give everyone plenty of time to slip it in with all their other vacation and travel plans. I'll be there and I'm already looking forward to the pleasure of your company.

THE SQUIRE SS-100 TEMPERATURE GAUGE

is the next subject and the following has been submitted by member Jim Dimond, Chassis #9: "I recently replaced my (engine mounted) water temperature sending unit because the blade that the wire attaches to had broken off and my attempts to repair it had failed. I replaced the unit with a stock Ford sender for a 1970, 250 CID 6 cylinder engine. My temperature gauge would show the needle all the way to the right after only a few minutes, obviously not the correct sending unit. Fortunately, I had saved the original sender and it was operated-on by fellow Squire owner Bill Lieske and it's now restored to proper working order by addition of a threaded post replacing the original spade-type connection. The original sender has markings on it as follows: Jaeger-France C-3

12-V M16X1.5-02 82405. Translated, I believe it was made in France by Jaeger, who also manufactured our gauges. C-3 is an unknown. 12V of course means 12 volts. The M16X1.5 02 is, I believe, the metric thread size and the 82405 is a probable part number". Jim Dimond goes on to say:

RETAINING DISCARDED SQUIRE PARTS

"The bottom line here is (1) never throw away any Squire parts and (2) stock Ford parts do not always work on a Squire. I know this has been said before but it bears repeating. I almost caused myself all sorts of grief but by saving the old part and being lucky enough to have it repaired, I now have a properly operating heat gauge, a good idea here in Arizona".

Thanks for the reminder Jim, and to repeat what I've written before, "if you remove it-save it" and if you don't have room ship it to me and I'll bank it. Someone will need it someday.

THE SQUIRE SS-100 STEERING SYSTEM

is the next topic. A universal complaint from Squire owners is the difficulty of steering from a standing start and/or very slow speeds. A few owners have solved this with the addition of after-market power steering and are very happy with it. I seem to be able to wrestle the wheel around without difficulty so have not dwelt on it much personally. Then in February of this year I stumbled over something that has been staring all of us in the face. (Continued)

Bob & Edi Walters had purchased Dick Botto's Chassis #49 and I was retained to pick it up from the Bay Area and give it a fine tune before delivery to Lake Havasu, AZ. I had noted the beautiful 15" wood and stainless steering wheel when I picked the car up but paid little more attention to it. In the tuning process I drove the Walters' car many short distances and noted how easy it steered and wondered if Dick Botto had somehow modified the steering ratio? Then it hit me! BSPS (Before Standard Power Steering) all American cars were delivered with BIG steering wheels, simply put, to give the driver more leverage to turn the steering wheel. Our Squires were delivered from Italy with 13" wheels and therein lies the problem. A switch to a 15" steering makes the car dramatically easier to steer from a standing position.

There are after market steering wheels available in various sizes and prices but any of them will also require an adaptor kit to make them work on our Squires. Before you rush out and buy something you may get stuck with, let me do a little R&D and report again.

SQUIRE SS-100 SPEEDOMETER PROBLEMS

are back in the news and I may have some GOOD news, at least for the manual transmission owners. Many of you have reported erratic performance of your speedometer with the needle jumping around at any speed. Mine had done it since the day I bought the car and I have finally addressed the problem.

First, I have always suspected that at least part of the problem was the fact that the USA Ford speedometer cable housing attachment nut is machined at SAE 5/8"-18 thread and the Jaeger speedometer housing that it attaches to is 16MM-1.0 thread. At the Intermeccanica factory they simply "jammed-on" a thread or two to make the attachment and I've been of the opinion that this arrangement did not allow the internal cable to completely seat inside the speedometer, allowing some 'whip' in the operation. This has annoyed me for ten years and I finally decided to fix it.

First, I removed the entire cable housing assembly from my Squire. I then made the rounds of the Phoenix auto junk yards, locating an old Fiat wreck and 'liberating' a metric cable housing attachment nut. I took these items to a nifty speedometer repair shop that Jim Dimond had located and had them remove the SAE attachment nut and replace it with the metric nut. That was an easy fix but then the repair guy pointed out that I also had another major problem. The wear pattern showed that I had the wrong sending gear on the bottom of the speedometer housing.

(continued)

In Phoenix we have two automatics and one manual Squire, mine. Inspection of the yellow plastic drive gear at the bottom of the cable housing shows that it's an 18 tooth, right hand pitch and it's used on both types of transmissions here in town. Neither Bill Lieske's or Jim Dimond's automatics have the 'needle-wobble' like mine and now we know why. My manual transmission came with a yellow 18 tooth right hand pitch drive gear and I needed a blue 18 tooth LEFT hand pitch drive gear.

I picked up the correct blue drive gear at a local Ford dealership (Ford Part # C2DZ-17271-K, about \$10.00 here in Phoenix) and now my speedometer operation is flawless but I'm not sure which "fix" worked, the correct blue, left hand pitch drive gear or the correct metric top-end attachment nut. I also don't know if Intermeccanica used the incorrect drive gear on all the manuals or just a few. I dislike writing tech-reports like this because I know they leave the reader confused so let me offer the following.

If you have an automatic transmission Squire and your speedometer needle is rock-steady, ignore the forgoing and count your blessings.

If you have a manual transmission Squire and your speedometer needle is rock-steady, you have the correct drive gear and upper housing attachment. However, if the needle is jumping around like mine used to, you have the same problem and it won't go away, it'll just get worse. You can check this yourself by crawling under your Squire on the passenger side and removing the lower cable assembly 5/16" nut. A firm pull will remove the housing from the tranny tail-piece and if you see yellow, bellow, and go get the correct blue gear described above. That should do it.

If you're not a home mechanic a local speedometer shop in your town can do this for you. Anticipating that at least one of you will have no local options, I have made up a spare assembly with the correct top & bottom parts for the manual transmission and I'll ship it to you for \$90.00 post paid and you install it. I'd like to have your old cable assembly for a re-work but that's not a positive.

DAYLIGHT SAVINGS TIME HAS RETURNED

and Arizona has moved from Mountain to Pacific time. You can reach me at home=602+893-9451, mobile=602+550-4967, FAX=602+705-6649 and E-mail=Squirepal@aol.com Boy, am I ever available!

AND ALWAYS REMEMBER

The light at the other end of the tunnel is usually an on-coming train!

