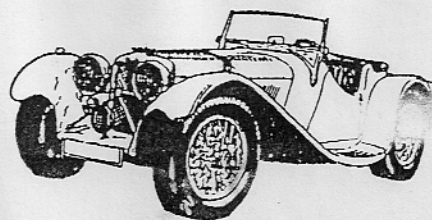


CLBCOM 90

SEPTEMBER 1998



Squire SS-100 Registry

THE PRINTING SHOP

neglected to three hole punch last months issue which I did not discover till I was half way through the mailing and corrected it. A few of you will have to paper-punch yours for insertion in the rear of your newsletter manual. I apologize for this oversight and I'll not let it happen again.

CHASSIS # 007

has changed hands. Members Bill & Bev Simms have been managing some long term health problems, coupled with a space-storage problem for cars. In addition, they are planning a move to the Southwest to see if that will ease some of the aches and pains. At that point Bill vows that he will seek another Squire SS-100 for restoration. Meanwhile they remain active members of the Registry.

So, please meet Jerry & Maryann Miltenberger, 51470 CR 5 N., Elkhart, IN 46514-8775, Area 219+262-4768. Jerry plans a complete restoration of # 7.

BEFORE IT'S LOST FOREVER

I'll insert the following into our official record. I'm having my old valve cover chromed for a member in New York and the Ford data affixed to one side stated: FORD INDUSTRIAL POWER PRODUCTS
Serial #12653 A-27-HB
Engine Displacement 250
Model 250GP-6003-C SO-8440
Conforms to U.S. E.P.A. Regulations for 1972 Model Year New Motor Vehicles.

DETAILING THE ENGINE ROOM

is a subject that needs discussion. A few years ago four of the Western members attended a car show in Laughlin, Nevada and when a judge asked Member Ed Spielman to open his hood, he groaned. Since the recent rework of his Squire in Phoenix he need not worry about that any more. Many of us have spent a young fortune on new paint, upholstery and chrome for the exterior with little or no thought to the engine space. I liken that to seeing a man in a new suit, shirt and tie but wearing a pair of very old shoes that have never seen a coat of polish. It ruins the entire, overall effect. Whether you attend car shows or not you simply have to raise the hood occasionally. The engine room improvement can be done by a professional detail shop but you can do it yourself a lot cheaper and have some fun in the process.

The obvious place to start is the removal of many years worth of grime & grease under the hood. But before you start, remove the entire air cleaner assembly and cover the carburetor port with saran wrap and a stout rubber band. (Continued)

Any good industrial detergent like Gunk or Simple Green can be sprayed on all engine room surfaces, swished around with an old paint brush and hosed off. You may have to do this a number of times to achieve satisfactory results. What I really recommend is a do-it-yourself car wash that offers a hot, soapy pressure washer. You still have to pre-soak and brush with your own detergent but the pressure washer is quicker, more effective and you leave the mess at their place!

After a 24 hour drying it's time to do some repainting with a brush or spray cans. (Caution: If you spray, the floating paint dust wants to settle on both exterior and interior, already painted surfaces so be prepared to do some masking first). I prefer gloss Ford blue for the engine (or any color of your choice) flat black on the fiberglass and gloss black on the steel, IE, frame rails, steering column, etc. I'll mention the radiator later.

Now it's time for some doll-up and a good place to start is the air cleaner. The OEM Ford air cleaner is ugly, not very effective and takes up too much space. There are a number of chromed after-market brands available but I prefer and recommend the K & N Model 60-1010. You can order this as a kit with detergent and filter oil and never have to buy another filter. It's super effective, looks nice and sounds great. You can order from any speed shop or call or write me and I'll ship you one.

The valve cover gives you three choices. You can paint the one you have, order a finned aluminum cover or chrome your OEM cover. I do not recommend the after market chromed replacement covers like you find from JC Whitney or local speed shops. The chrome stinks, the quality is terrible and they leak like a sieve. We can furnish a chromed Ford OEM cover with gasket, sealer & instructions for \$160 and your original valve cover in exchange. If interested, call or write me.

The Italian IPRA radiator is a first class, high quality piece of equipment that lends itself to dress-up because the top tank is brass and after paint removal, will polish up beautifully. This can be done in or out of the car but if you're at all handy it's a lot easier after removal from the chassis. Do this by draining it (the petcock is in the bottom tank), remove the two hoses at the radiator and the two 13MM nuts and washers that anchor it to the frame. It's a good idea to borrow an extra pair of hands to lift it straight up and avoid bashing against the fan. While it's out you can straighten any bent fins with a thin rounded blade like a cheese spreader. Do not use a sharp instrument! If you decide to repaint do not use conventional spray paint. Check with a radiator shop because they use a special black paint designed to dissipate heat instead of the other way around. (Continued)

IF you remove the radiator you may consider replacing the OEM fan with a six blade flexible stainless fan & spacer that looks great, cools better and because it flexes flat at higher speeds, adds 3 to 5 HP, according to which manufacturer you listen to. Caution: The fans come in different widths so be sure to get one that will clear the hoses. Speaking of that, your hoses are now twenty five years ago and most likely need replacement.

Next, there are some neat, semi-permanent finishes for your rusty old exhaust manifold if you want to really neaten up. They come in black & silver, look super and add a good finishing touch to all your work. The manifold can be painted in the car but the most effective way is removal, then either wire brush the entire surface or preferably, have it sand or bead blasted. You then get a good bond that will last a long time before touch-up, depending on how much you drive. If you remove the manifold for painting you should replace the long gasket between the manifold and block and the ring or "donut" gasket between the manifold & head pipe. They're most likely about shot anyway. Whichever system you use, work outdoors with plenty of drip catchers. This is a messy job that requires good ventilation but the end result is worth it. There is more than one brand available and the one I like is from Eastwood's mail order in Malvern, PA. You can order at 800+345-1178 and ask for exhaust manifold paint in black or silver.

Finally, there are items available at speed shops and auto parts specialty shops like chromed alternators, master cylinder covers, oil filter covers and coil covers. Just remember that while they look good all these items require an occasional wipe-down with any good window cleaner to keep them bright.

MARK OFFENBERG'S SQUIRE SUNDAY 5

has come and gone and as usual we had a great time. While there, Member Ron Siegerman gave me an original letter from Ed Felbin, inviting the Seigerman's to a car show in 1974. Ron thought it belonged in the Registry archives and I thought the rest of you might enjoy reading it so a copy is reproduced here.

THE 1999 WESTERN SPRING THING

has been set for Friday, Saturday & Sunday, March 19th thru 21st. Lodging and other data will be announced later but this will give you Eastern travelers time to block out that date and plan to join us for the fun and a chance to see some neatly restored Squire's.

AND ALWAYS REMEMBER

Someone who thinks logically is a nice contrast to the real world!



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July 19, 1974

Dear Ronnie and Blossom:

The New Hope Automobile Show is on August 10 and 11 and will be held on the campus of the Solebury School. This is located on Phillip's Mill Rd. just outside of New Hope, probably the most picturesque little village in Eastern U.S. It is right on the Delaware River - has dozens of unique shops, restaurants, etc. and even features horse-drawn barge rides along the Delaware River Canal. If you can get away for the weekend you should have a ball. This is the area made famous by Moss Hart, Oscar Hammerstein and George S. Kauffman since they all lived there at one time.

Look on the N.J.-Penna map and find Trenton, N.J. New Hope is up river some miles - about a two hour drive from your home.

Incidentally, be sure you have a mechanic tighten all the wheel nuts on your SQUIRE. They seem to have a tendency to work loose a little so we are recommending that they be tightened about every 500 miles. All you need is a 3/4" wrench to tighten them. It is also a good idea to have the mechanic apply LOCKTITE to each bolt and then put each nut back on again. If you do this one time you shouldn't have to do it again.

My SQUIRE Dealer near Kennedy just sold his third SQUIRE SS100 and billed it out at \$9600!

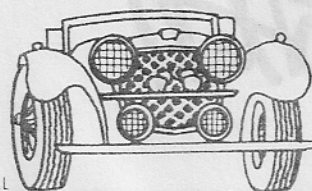
There will lots to see at the Automobile Show since they feature both antique and classic cars, as well as all kinds of sports cars which their owners are happy to show. Also on display (and for sale) all kinds of auto equipment - but not the kind you see in Pep Boys or in the so called Speed Shops.

I look forward to seeing both of you that weekend.

Best wishes,

Eel

P.S. The roads will be clearly marked with auto show signs so you'll have no trouble finding the school.



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