

Squire SS-100 Registry

THE 1999 WESTERN SPRING THING

has already been announced for the weekend of March 19th-21st in Laughlin, Nevada and now it's time to start planning for it. Vern & Sorita Jensen will once again host a Saturday BBQ and need some basic idea of how many to feed. I'll also need to make arrangements for reasonable room accommodations and will need the same numbers.

Laughlin can be reached two ways for those flying in. You can always get discounted round trip seats to Las Vegas from just about any major US airport and rental cars are also reasonable in Vegas. It's a two hour drive South to Laughlin. For those who want to see the mountains of Arizona you can fly to Phoenix and ride over with us. We'll have three Squires and a couple of sedans making the round trip.

There's lots of gambling, shows and good food in Laughlin - 24 hours a day, so you won't be bored. Anyone interested in Squires is invited to attend and you're free to arrive and/or depart before or after the announced dates. We'll have six or seven restored Squires in attendance and maybe a surprise or two. We had good crowd at the last meeting and hope to exceed that next year.

So, if you plan to go or have questions about attending I'd like to hear from you by the end of January. You all have my address so you can write, call me at 602+893-9451, FAX to 602+705-6649 or email me at Squirepal@aol.com. Please, this takes a lot of planning so lets hear from you.

MEMBERS BILL & BEV SIMMS

are settling into their new home in Arizona and can be reached at 2512 Country Club Dr., Bullhead City, AZ 86442. Area 520+704-0596. You'll recall that Bill sold Chassis #07 to Indiana Member Jerry Miltenberger and Bill is now considering purchase of another Squire. He'll consider any offer but really wants a driver rather than one that needs rebuilding or a lot of work. As always, the Registry is only the news source so we suggest anyone interested in selling contact Bill directly.

A FORD AUTOMATIC OVERDRIVE TRANSMISSION FOR YOUR SQUIRE?

Two of the Western members have now installed the Borg Warner T-5, five speed overdrive manual transmission with more than happy results. Jim Dimond and I took a trip to Nevada in my T-5 equipped Squire and Jim was so impressed with the overall performance, he decided to see how practical it would be to install the late model Ford AOD (automatic overdrive transmission) in a Squire that came equipped with the Ford C-4 automatic tranny. He then did a lot of phoning + running around, talking to the pros and here are his findings. (Continued)

"After reading about and experiencing the joys of the recent T-5 transmission transplants in some of the Squires, I decided that we automatic owners could use some of the same mileage and performance upgrades".

"I began my quest in my neighbor's transmission shop and at a local Ford Mustang Specialty shop. After lots of questions and measuring the general conclusion was that the AOD transmission would not give as good a result as the T-5 manual transmission and the cost would be rather expensive to obtain one, rebuild it and have it installed. Numerous alterations would have to be made for it to work properly, including changing out the flex plate (fly wheel) for a different style required by the AOD transmission".

Here are Jim's notes and sketches:

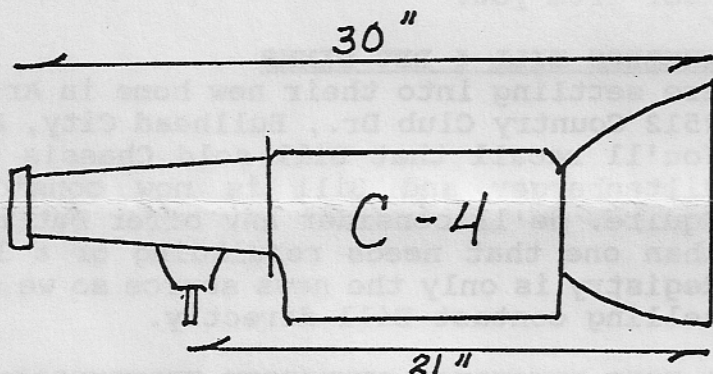
"AOD Trans new in 1980 - early ones not so good. Get 1985 or so. Rebuild is \$500 to \$600 - good core w/o exchange = \$1200. Best bet is to locate recent rebuild in wrecked car and make your best deal. AOD transmission has lower first gear for quicker getaway plus the overdrive fourth gear - newer AODs are electronically operated (computers, etc.) and would be electronic nightmare to install & get it working right. Per Chris @ Mustang shop on 40th Street, AOD=150 lbs, heavier than present C-4 - does have slightly lower 1st gear - RPM drop in OD (4th gear) approx. 600 RPM w/3.25 rear end gears. Have to alter Squire frame to make it work".

WIDTH @ Center

9" AT TOP

8" AT PAN

MAIN CASE = 10" TALL

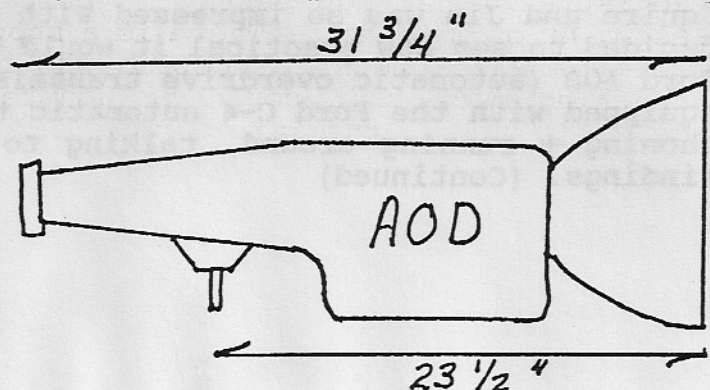


Width @ Center

8 1/2" Top

12" @ PAN

MAIN CASE = 11 1/2" TALL



Jim and I had heard that Ford had made a version of the old C-4 tranny that included an overdrive gear but lots of digging found that not to be true. One authority did say that Ford had made a C-3 truck version with an overdrive gear but it had never worked right and had been pulled from the market.

So, the general conclusion is that the conversion from the present Ford C-4 automatic transmission to the Ford AOD is too expensive and difficult to justify the 600 RPM drop in overdrive gear.

"HAMMER TYPE" KNOCK OFF WHEEL NUTS FOR SQUIRES?

Many of us, but especially Member Ed Spielman, have been worried about what we'd do if we lost a wheel nut? There are no spares or even a pattern available and if you lose one you can then park your Squire in the front yard and use it as a very large planter. This really worried Member Jim Dimond and being a very determined man, he's decided to do something about it. Here's what he's come up with to date:

"Several of us have kicked around the idea over the years of having some knock off style wheel nuts made for our Squires. I have done some research on this and would like to know if any Registry members have some similar thoughts.

"Arizona Castings can cast 25 pieces at a cost of \$1,300 + \$15 per casting over that number. This covers tooling and casting only. 25 was picked because there is at least five of us that want them and there are five wheel nuts per car. This figure does not include machining or chrome cost".

"Phoenix Metalloy wants \$775 for tooling costs, \$15.50 each for castings and \$26.00 each for machining costs. Their cost for 25 units is \$1,825 and \$2,850 for 50 units".

"The set per car cost would be \$365 each for five sets and \$285 each for 10 sets, (or 10 cars). Each knock off wheel nut would cost \$73.00 if we made only five sets. Each wheel nut would cost \$57 if we made 10 sets.

"Remember, these costs do not include cost of chroming them. Chrome cost would run to total up to near \$100 each wheel nut or close to \$500 per set. But, consider the cost of not being able to drive your Squire if a wheel nut is lost or stolen. There are no spares available".

"Registry Member Bob Murray is contacting a foundry in Winston-Salem, NC on my behalf. There is a supplier there that makes knock-off type wheel nuts for Cobras who believes he may already have something made that could be adapted for our Squires. We will advise if this turns into a possibility".

Editors Note: Jim Dimond has done a lot of research and running around to get this far and the whole story is not complete yet. Two of the things he did not mention is that the more of these wheel nuts are ordered, the cheaper they get so that if every one of us ordered a set of five, the total cost would come down sharply. Also, when the casting mold is made we can have Squire SS-100 cast into the surface of the finished wheel nut.

When Jim has finished his research we'll give you the final story.

FRONT DISC BRAKES FOR YOUR SQUIRE SS-100?

There are two constant complaints about our Squires. #1 is the way they ride and we may never solve that one. They are, after all, sports cars and when you have a vehicle designed to turn a city corner at 45 MPH - they simply do not ride well. You can get rid of the OEM tires and run a little less pressure in the new ones. Change the shock absorbers to a softer version. Beyond that, just be sure you have a good supply of Preparation H and enjoy the ride.

The second gripe is stopping power and I'll be the first to admit that no two Squires are exactly alike and no two seem to stop alike. My own Squire stops great but I've driven a few members cars that are like stopping a Model A. Member Sid Weaver has vacuum canister power brakes that he likes and Member Larry Knight has submitted a plan that uses various Ford & Chevy parts to achieve power but what we're really after here is a braking system that uses readily available Ford parts.

Dr Bill Freeman's Squire is here in Phoenix for an overhaul and working with Member Sid Weaver, we're about to try out a set of front wheel disc brakes liberated from the bone yard and completely rebuilt by Sid. When the testing is complete we'll give you a complete report in a later issue.

THE HOLIDAY SEASON IS ON US

but you'd never know it with El Nino around. Phoenix is acting like Frostbite Falls and the Long Islander's are going to the beach. One way or another, here's wishing us all Happy Holidays and a really great New Year.

AND ALWAYS REMEMBER

Exactly one seventh of your entire life is spent on Monday.

