



Squire SS-100 Registry Newsletter

Winter 2009

What's up:

Squire Rally set for October 9-11, 2009

I have heard from several of you about your thoughts for the next Squire rally here in Marshall NC. The best weekend appears to be October 9-11, 2009.

Friday we can have a cookout on my back deck. You can see for 50 miles in each direction.

Saturday we can have breakfast in the metropolis of Marshall NC (county seat of Madison County, population 842), lunch at Kanati Lodge near Max Patch, and if you are up to a fun drive, cruise 2 hours over to the TN border for a 20 minute spin through the Dragon's Tail, dinner on your own. Or not. Let me know your ideas.

Sunday morning we can drive on a part of the Blue Ridge Parkway and visit the Folk Art Center or tour the Biltmore Estate, the most visited winery in the USA, before we head back home.

The Asheville NC airport is 40 minutes south on Interstate 26 from my home in Marshall. Knoxville TN is west one hour twenty minutes on Interstate 40. Johnson City TN is 55 minutes north on Interstate 26.

There are several motels nearby and a few B&Bs. More details to come!

Squire #35 Owner offers Tech Tip

Paul Dullaert recently sent this info to me:

The Pertronix Ignition change is covered in CLBCOM #105 pages 2, 3 & 4. There's a picture of a typical Ford installation on page 4. The Ignitor part number is 1261. I changed over in December of 2004. The Ignitor cost CDN \$185, the High voltage coil was CDN \$60, and a chrome coil bracket was CDN \$15. I installed it myself (with new plug wires) and have had absolutely no ignition concerns ever since. I made the change to get rid of the points because they burn or pit, require adjustment and lubrication (high temp grease on the cam), and require replacement (along with the condenser) from time to time. No points = no worries.

Clinton's Repair and Tune-up Guide for 1965-73 Mustang and Cougar says we should change the oil every 6,000 miles or 6 months. I would assume that the distributor oil hole should get a squirt as part of a complete chassis lubrication and oil change. Probably none of us drive 6,000 miles in a year so we should do a grease job and oil change once a year. Those of us who have to store our cars for the winter should probably do the grease job and oil change in the fall so that the engine won't have old contaminated oil in it all winter.



I try to give the distributor a squirt twice a year. Any time I'm under the hood checking oil, brake fluid and water levels I might oil the distributor just because I'm in a maintenance frame of mind. The annual chassis lubrication should be very thorough because the car is not driven as much as would be good for it, so it would include the differential and transmission levels as well as a new oil filter, check the air filter and gasoline filter, don't forget to grease the driveshaft universals, lube the door hinges and latches, have a look at belt tension and hose condition, etc.



Jan & Paul Dullaert ready to go stylin' in their Squire #35!



Mascot Madness

by Paul Dullaert

One summer day I drove Squire #35 down to Burlington at the northwest corner of Lake Ontario. While sitting in a sidewalk café gazing at the lake I was unexpectedly treated to a drive by of some of the finest classic cars in the country. These were predominantly pre-war luxury cars including Lincolns, Cadillacs, Packards, Rolls Royces, and even a 1929 Bentley LeMans. Almost all of them wore elaborate hood ornaments which seemed very appropriate on such large impressive cars. I thought it was a pity my Squire didn't have such an embellishment; though not a large car it does have a long hood and large headlamps so it should be able to carry something appropriate.

Back at home I began to research such ornaments on the Internet. I soon found that there was a great deal of interest in factory hood ornaments and personal mascots from the 1920's and 30's. There are books about them, collectors of them, and very high prices paid for the finest examples (like Lalique glass ones).

The Jaguar SS100 came with a "dogbone" handle on the radiator cap. Virtually all pictures of original cars now owned by collectors and museums show the dogbone. However, the commonly published picture of SS100 number 1 sitting outside the SS factory clearly shows a leaping jaguar. I have read that the leaping jaguar was available at extra cost but I am unable to confirm that. Some of the wealthy and sporting owners of original cars mounted their own personal mascots on the radiator caps. There is one car shown with a model of the 1931 Schneider Trophy winning Supermarine seaplane (basically a Spitfire on floats) mounted on the cap! No doubt the cars now preserved have all been returned, if necessary, to the dogbone style.

The question arises whether or not a Squire should have a leaping jaguar on the rad cap. It is perhaps odd that it doesn't matter that the radiator shell, fenders, doors, and other bodywork are all copied from the SS100 but as soon as we put a jaguar on it we are saying, "This *is* a Jaguar SS100." Somehow it then becomes a fraud rather than a replica.



Leaping jaguar with knurled cap on a kit car

No, it's an Intermeccanica, not a Jaguar. The factory gave us a slightly ornamental mock radiator cap, convex on top, with "Squire SS100" engraved on it. Unfortunately, the engraving on #35 is the worst I have seen on a Squire so far and it announces that I have a "Squire SS10C !" Even if I repair that I still wouldn't have the mascot I'd like.

What's a tormented Squire owner to do? I searched the Internet for some sort of generic mascot that I could identify with and even bought a couple of cheap ones on eBay. There were swans and eagles, all sorts of other fauna, stars, rockets, human heads and of course all manner of goddesses and nubile young women in various poses and states of undress. Very interesting ... but not the answer. Fortunately, Intermeccanica did have an animal symbol: the rampant bull. I have read that Lamborghini adopted a raging bull because Ferruccio Lamboghini was a Taurus. Perhaps Frank Reisner was a Taurus too. Also, and more likely, the bull is the symbol of the city of Turin. In any case there could be nothing more appropriate for a Squire mascot than a rampant bull.



Raging Bull



Rampant Bull

Back on the computer I began the search for a bull of suitable size and pose. Eventually I found a company that sells executive desk ornaments. They had a stock market themed bronze statue of a bull and a bear fighting over the world. The bear was on his back supporting the world on his paws and the bull was "rampant" with his front hooves up on the world. There was an irregular "rocky" base as part of the statue but the world was removable. The bull was about the right height. I ordered one of these statues and in due course it arrived.



Bull and Bear with stock hexagonal cap.

It was a very heavy thing! I lifted out the world and became the owner of a surplus somewhat irregular cannonball. I was pleased to note that the bull's front hooves were lifelike and not shaped in some concave way to fit the world. I determined a suitable location and angle, such that the front edge of the hood would clear the bull's tail when opening and closing, and cut through the rocky base to separate the bull. I found that it was a thin walled brass casting filled with solder and the bronze finish was an externally applied patina. The bull was joined at his rear

hooves to the rocky base and he was no doubt also filled with solder. I pushed the base back and forth on a piece of sandpaper until I had a nice flat surface. I wondered if the solder would be strong enough to drill and tap for coarse threaded mounting bolts so I sliced the bear in half (same construction) and made a test hole in his sectioned abdomen. It seemed strong enough although certainly not as good as if the statue had been solid brass.

Upon careful examination of the bull's rear hooves I found that there was a substantial crevice along one side of his right foot which meant that his connection to the base was not as solid as I would want it to be. The crevice also posed a problem for eventual chrome plating because plating doesn't get into holes or deep crevices. I took the bull to my machinist to get him to apply some brazing (brass welding) to the hoof crevice. When we applied the torch to that area the solder in the base began to melt! Up until this point I had not been sure if it was solder or perhaps (hopefully) some other alloy (pewter?) with a higher melting point. We asked his father, who once ran a plating line, about the solder and he said it was not compatible with the electroplating process (something to do with the various acid and chemical baths). OK, so we fired up the torch and melted all of the solder out of just the base, leaving us with a hollow brass casting with an irregular wall thickness of about one sixteenth of an inch in the thinnest places. Then we tried to fill the hoof crevice but couldn't get the brazing to flow in and stick nicely. We were out of our depth here.

As luck would have it the machinist's neighbor in the next unit of his industrial mall makes custom bicycles for racers and other fanatical cyclists. He joins exotic thin-walled tapered tubing and various brackets with the neatest welding imaginable. I turned the bull over to him and while I was at it pointed out a couple of suspiciously porous looking places on the bull's body which could do with a little additional brass. That's when this really became the project from hell. The master welder had all kinds of trouble and I made many trips back and forth with the bull. He tried horribly aggressive flux and different processes with varying amounts of success. I followed each attempt with a lot of fiddly grinding and filing to remove unwanted blobs of weld and reshape bits of the bull's anatomy. The final solution for the hoof crevice was for me to drill a hole from the outside of the base, under the hoof, to have the drill bit emerge exactly in the widest part of the crevice. Then he slid a brass wire through the hole and welded it in place. It conducted the heat and molten brass into the crevice and made a pretty strong connection. I tested the bull in a bucket of water to find any holes that would allow plating chemicals to enter his still solder-filled body. A couple of tiny bubbles escaped from only two places. I even thought of drilling a hole in him (perhaps under his tail!) and melting all the solder out of him but I decided he was better off from a plating standpoint to be solid rather than hollow. After we'd got him as strong and impervious as we could I did some more cleaning up then went back to the machine shop. I used their glass bead (not sand) blasting cabinet to even out the surface of the bull and remove all of the bronze finish coating.

While all this grief was being endured I also designed a new flat-topped radiator cap on which the bull would stand. I went with a scalloped circumference rather than the hexagonal shape of the original cap. I designed the engraving of "Squire SS100" and a sort of beauty groove on the top. The machinist and I e-mailed drawing files back and forth until we had something I liked which he could do on his computer controlled milling machine. He made it out of solid brass and charged me a lot less per hour than I had paid the bicycle welder for his less than wonderful results.

Since the bull base was now hollow and I didn't trust the welder to join the base to the cap neatly I had to think of another way to join them. I made a brass plate which just fit inside the base if I forced it in and then drilled and tapped two holes in it as far apart as I could get them. Then I got the plate welded to the base (no problem with that). I didn't drill mating holes in the cap because if the bull plating was a disaster I would still have a nice looking new cap.

Of all the manufacturing processes I get involved with in my job as a mechanical designer electroplating is the most frustrating. Decorative chrome plating is the most difficult thing to get done. Very few small shops do it, their prices are all over the place and seem way too high, the quality varies far too much, and they take weeks (and often months) to do the simplest jobs. I got a break. A colleague of mine offered to get the plating done in London, Ontario through a business contact of his. So the bull went away and came back just two weeks later acceptably plated. They wouldn't accept any payment for this work either! I happily laid out and drilled the holes in the new cap and sent it off too. Another two weeks and it came back shining like a mirror. No charge again! A few evenings later I was about to mount the bull on the cap and the cap on the radiator shell when I noticed a small blister on the surface of the cap. I could push this blister around with my thumb and the more I pushed it the more other blisters appeared and spread around over the surface. I've seen this before. The final layer of chromium did not adhere to the nickel and copper underneath because of voids in the electrical charging of the surface. Back went the cap for another two weeks and it came back the second time just as shiny but they were beginning to lose the engraving because of over polishing and very thick plating. The little stroke that makes the 'Q' in SQUIRE is going to disappear if it ever has to be done again and I'll have a "SQUIRE SS100" (sounds French ... can't have that!).

In due course (seven months after starting the project) I assembled the bull to the cap and was tempted to put it on the living room mantle. This idea met with some resistance so I put it on the car. You may or may not like it but you'd have to be rather insensitive to be indifferent. Oh, in case you were wondering, I might be able to look up where I bought the original statue and I can send you a copy of the cap drawing but I emphatically refuse to make another one for anybody.



New rampant bull mascot and scalloped cap.

Write Paul Dullaert with your bricks or bats about his article.
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