

MARCH - APRIL, 2001

Squire SS-100 Registry

THE FOURTH ANNUAL 2001 SPRING THING

has come and gone and as always, was a great success. Sorita and Vern Jensen go to a great deal of effort and expense each year to host this event and this years' improvements of their outside entertainment area just kind of blew you away. Our Registry is fortunate to have hosts like the Jensens who have the perfect spot and the interest in providing this annual Spring event. We had over forty members and guests attending and the Jensens have announced that we'll do it again next March. On Sunday morning, Los Angeles member Norm Miller again hosted a super brunch at the Pioneer Hotel/Casino in Laughlin. Don't know how we got lucky enough to have members like the Jensens and Millers but it's folks like them that keep this Squire SS-100 Registry perking along.

I simply can't discuss this subject without mentioning how much I, and other western members, miss the Fall meeting in the East. Mark Offenbergl again attended this years Nevada/Arizona get together and we discussed ways to put something together that does not necessarily commit to a single spot like Mark's Squire Sunday at his home. Long Island still seems like the logical spot but a Fall weekend event could take the form of an overnight rally of Squires, drive east on Saturday, spend the night in good company then back on Sunday? Hope you New Yorkers will talk it up and invite the rest of us out to once again enjoy some Eastern Hospitality?

TORSION BARS ARE STILL IN THE NEWS

and it's difficult to explain how much effort in letters, email and phone calls have been expended in the past three months, trying to solve this vexing problem. We think we have it whipped but it'll take a few more tries until we're sure we have it right. As briefly as possible, the front suspension failed on Ed Spielman's #32 and Sid Weaver's #42. The torsion bars simply went limp. We knew that the OEM bars were reworked stock torsion bars from the Alfa-Romeo Alfetta so we contacted every Alfa used part dealer we could locate and found that there were few used bars available. The Alfa GTV-6 used essentially the same bar but 1/4" thicker and deemed much to stiff for our cars. One way or another, you'd be installing used bars with no idea of how long they would last before failure?

We then decided to see what the cost and availability would be to have new bars manufactured? But who do you contact? We started with the used parts dealers who know where to get them but by the time they added a markup the cost came to around \$500 a pair and they wanted an order for at least ten sets to get that price. Then, we got lucky and located a race car machine shop named Schroeder Racing in Burbank, California. (continued)

After we sent him a sample of a worn out set of bars, Gary Schroeder said that he could machine, then heat treat new bars for \$250 a set in lots of five sets or \$300 a set in lesser amounts. We contacted the membership that have email access and came up with an order for six sets. Schroeder Racing rushed two pair thru and Ed Spielman picked them up and hauled them to the Spring meeting in Laughlin, Nevada. On the Saturday morning of the big BBQ at the Jensens, we installed a set on Ed's Squire, working on the 5th floor roof of the parking garage of the Ramada Express Casino. Ed was delighted with the result but had some difficulty on the way home that is not resolved yet. After a complete investigation, we'll write that up in the next newsletter. Meanwhile, Sid Weaver took his new bars back to New Mexico and installed them after his return home. After installation and the addition of some new and correct front shock absorbers, Sid says his Squire has never handled that well before and he's completely happy with them.

How do you know if your torsion bars have finally failed? With your shoes off, stand on the front apron of your Squire and bounce up and down. If the car does not bounce with you, you most likely need new bars. I'll be glad to coordinate orders to get the best price or give you the address for Schroeder Racing for individual ordering. More on this subject in the next thrilling issue of the newsletter.

And here's a warning on the subject of torsion bars. IF for some reason you or your mechanic remove torsion bars that are in good condition, mark them with the side you removed them from and reinstall them on that same side. If you reverse them they'll lose their spring tension within a few miles of operation.

AND HERE'S A WARNING ON RADIATOR CAPS

While doing some restoration work on the Jensen #18, I noticed that someone had replaced the OEM radiator cap but did not pay close attention to the rating. During a test drive I blew the lower hose off, losing all the water and antifreeze. THEN I looked at the cap and found it rated for 15 pounds pressure. Our Squire system is designed for a 7 pound pressure limit so if you replace the cap, do not exceed that 7 pound limit.

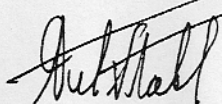
NEED NEW BULBS FOR YOUR SQUIRE FOG LAMPS?

Contact Daniel Stern Lighting, 2445 Lancashire Drive-#TB, Ann Arbor, MI 48105-1364. Phone 734+302-7375. You want the Osram clear bulb #7301 at \$11.50 each plus S/H. Tell Dan that Art sent you.

Member Bill Lieske has furnished a tire article that is included with this letter. It's both funny and informative.

AND ALWAYS REMEMBER -

Timing has a lot to do with the outcome of a rain dance.



YOUR SQUIRE'S TIRES.....AND THEIR TUBES

By Bill Lieske

Thursday, February 08, 2001

I had new radial premium grade tires mounted on all five wheels for my Squire when we had completed its recovery from abuse and neglect by several previous owners. Inner tubes were a must, with a protective big black rubber band about three inches wide over the heads of the spokes inside the rims. These ran great for about four years and upwards of 7,000 miles..

A few years ago, returning from our *spring thing* meeting at Las Vegas, I was tooling along at about 65 MPH when the left rear tire simply disintegrated. Going back to the Discount Tire branch where I got the tires, the young store manager said that using radial tires with tubes is a bad idea in the first place. He said that I should have asked for nylon cord tires! Then this hero took my tire warranty certificate, tore it in half and tossed it into the waste basket.

Funny, though, that they didn't say that when they charged more than six hundred and fifty bucks for the original set of tires, with tubes, mounted and balanced. I wound up paying \$90.00 or so for a similar tire, since the model of tire that I first got was discontinued. I have not darkened the door of a Discount Tire store since that time.....

About a year ago, the right front tire developed a slow leak. It would first go flat in the garage in about a month, then as time went on more often until it would flatten in about four days. I took the wheel to a Big O tire store, and they replaced the valve insert, kept the wheel for a week and pronounced it "A - OK." Two weeks later it went flat again and then the right rear began to lose air. I didn't drive the Squire for about a month so I put it up on jack stands. Meanwhile, Art had a tire go flat overnight and was told that the tube had developed a leak due to chafing or pinching.

Early this week I took all four of the originally tired wheels to the Big O place for new tubes, remounting and spin balancing. I had them save the old tubes so I could look at them. I just picked up the wheels and old tubes today. The Big O store manager said that he has been involved with tires for almost 30 years and offered the following items of interest:

In looking at the old tubes we found rust from inside of the rims had stuck to the tubes. On two of them this had aggravated the tube, causing a pinhole leak. He said that they had buffed the rust from the inside of the rims and sprayed a rubber sealant to inhibit rust from forming. I haven't found any real pinches or abraded areas that appear to have caused the leaks

He cautioned that if tires are run under inflated, such as under 30 PSI his opinion is that extraordinary tire wall flexing and movement of the tube can lead to early failure. This

makes sense. I had been running the front tires at 25 PSI and the rear ones at 22-23 PSI to get a less bone jarring ride. This may have contributed to the situation.

The original tubes were "light duty," eg: Light weight and made of thin butyl rubber. They were, however, specifically marked for use with radial tires. The new tubes are much heavier and should be less prone to failure.

During various trips with the Squire I have been caught in a number of heavy rain storms, a couple of which were real "Arizona Gully Washers." Obviously enough water got around the spoke heads and into the rims to cause the rust to form.

One of the things most mentioned about Squires that have been parked in garages for an extended period of time is that all of the tires are usually flat. I wonder why?

I have a friend that has owned several Jaguars of the age and style that use similar 72 spoke Dunlop wheels. He said he had more damned flat ties on those cars than he wished to recall to mind, most of them in the garage after the car wasn't driven for several weeks. Most of these tires were nylon cord types - not radials.

My suggestion would be that if you have had new tires with tubes mounted within the past five years and have driven the car less than 5,000 miles, you are probably OK. Beyond that, I would highly recommend taking the car in to a good reliable tire shop for an inspection of the tire carcass, exchange of inner tubes and dynamic spin balance. For this twenty-five bucks a wheel, or so, you can then get out on the road with some peace of mind.

I should have been smart enough to do this a couple of years ago!!!!!!