



SQUIRE SS-100 CLUB

CLBCOM 19
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Jean and I will be using our telephone answering device 'til April 15th. when we are both away from the house so if you don't want to talk to a machine, hang up before the fourth ring and try again later.

Note to Ben Cunningham: Lee Craft called me from Baltimore and during the conversation mentioned that his wheel base is 111". I then went out and measured mine and sure enough, it's 111". Look's like NONE of the information on the data sheets we have is correct. All the more reason to write our own.

Have any of you ever replaced the amber (Yellow?) fog light bulb on your Squire? I have tried the sources listed in Hemmings with no luck. Have also tried a source in New York supplied by Ed Spielman with no response as yet. The bulb is very large and is marked S.I.E.M. 12V, 50W and is amber. I sure need a source 'cause I need one. (John Fulton - I suspect these lamps are of Italian manufacture. Do you suppose one of your friends over there could run one down?)

Ed Spielman flew to Phoenix this month and spent a day with me going over the work I've been doing on my Squire. He has now had his Squire trucked to Phoenix for some modifications, not the least of which is an engine-turned dash. I'm sure happy with mine. We'll send out a new set of photos of both cars when the work is completed.

Have you ever had an automotive problem that you keep fixing, each time thinking it's the last time you'll have to do it? When I first acquired my Squire the rear end bottomed out every time I hit a leaf. First I installed new (standard) shocks and that helped a LITTLE. Then I had the springs re-arched and that made it better - but not perfect. Then I added an extra leaf and that helped some more but would not whip the storm drains at anything over 15MPH. This month, after quite a bit of research, I installed a set of Monroe Gas-Magnum's, model 34909. I've bashed every storm drain I could find at up to 60 MPH and while there is still a pretty good thump as the shock compresses I'm not slamming the fiberglass tunnel down on the drive shaft. AND, when you corner at a good clip the car just kind of squats down and acts like a sports car is supposed to act. At this point I'm very happy with my newest solution. Which leads me to the next subject.

When I purchased my Squire it had a bad case of "Driver's Side Sag". Adding new shocks and some rear spring modification helped but did not completely cure the problem. Even without me in it the car had a definite lean to the left. When I walked up behind it, it would drive me nuts. In talking to a number of you I know some others are having the same problem so when Terry Becker was doing some work on my car we decided to adjust the torsion bar to correct it. We were able to do so and the results were perfect. My car now sits dead level and even rides and corners a little better. However, we used the trial and error system and Terry is a first class Engineer so it's in order to tell you how we did it and also, to extend a caveat.

My best advice is to have a good, old fashioned, front end shop make the adjustment after you have discussed the contents of this report with them. If you do it on your own some real caution is advised because flying parts can hurt you all the way up to dead! Some special equipment is also required. I have included a sketch that I believe you can understand and the torsion is increased/decreased as follows -

- A: Lengthen adjusting link to decrease spring rate.
- B: Shorten adjusting link to increase spring rate.
- C: Shortening link will raise car, lengthening will LOWER car. (I know it looks like the REVERSE would be true but that's the way it works).

Adjust as follows -

Install a modified coil spring compressor between the upper 'A' arm and the spring bar, making sure the compressor is anchored to either the floor or the auto lift rack. Otherwise, when you exert the kind of pressure required to tighten the torsion you can lift the car right off the floor. We used a 3/4" square drive ratchet (Inserted in the square hole) with a six foot pipe as a power bar to adjust mine. When everything is in place -

- 1: Loosen lock nut.
- 2: Remove top (Only) mounting bolts.
- 3: Raise spring bar in direction of arrow (UP) to allow clearance to turn adjuster.

We got lucky the first time but you may have to do this once or twice to get the ride/sag removal desired. Our next project is to remove and replace the nylon bushing around the square hole with one of the space age polymers. Will keep you posted. More next month.



