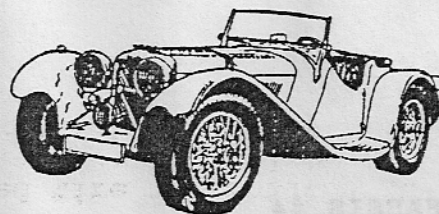


CLBCOM 77

JUNE 1997



*Squire SS-100 Registry*

#### HERE'S A "NUTTY" TECH-TIP

Strange heading for a tech-tip but not so funny when you hear about the dumb stunt I pulled (and pulled, and pulled, and pulled). I've always prided myself on being a better-than-average shade tree mechanic who has profited by both my mistakes and things that better mechanics have taught me. I thought by now I'd learned most of the do's & don'ts of simple auto repair but I've just found one I'd missed completely. To explain:

Once I'd got the problem of wheel vibration solved on my Squire years ago, it ran smooth as glass and I can hold my roadster at 75 to 85 mph on the highway without a tremor. However, returning from the Spring Fling in Las Vegas with Bob Murray, I detected a little vibration after we left the Grand Canyon and figured I'd tossed a wheel weight. It's been getting progressively worse since then so I took it in this month for a re-balance and each wheel checked out fine - but the vibration was still there, only worse, and it kept getting worse each day I drove it. Then, coming home on the express way recently it shook so violently that I had to exit and come home on city streets at under 30 mph.

In desperation, and wondering if I had a tread separation that did not show up on the spin balancing machine, I borrowed one of Bill Lieske's wheels with a brand new and balanced tire and rotated it on all four of my wheels. I still had the vibration. Finally, as a last resort I jacked up the back of my Squire to check the balance weights on my drive shaft. They were in place and OK but just by accident I brushed my hand across one of the nuts that hold the rear universal joint to the differential by means of two "U" bolts and four nuts. The nut I touched was finger-loose and so was its' opposite. WOW! No wonder I had a vibration.

These two U-bolts are held in place by a self locking device called a "jam" nut, a 1/2" nut whose aperture is round on one side but swaged into an oval shape on the other so that when installing you must force it on and it's then "locked". No one ever told me that you can only use these jam-nuts once and after removal they must be chucked & replaced with new ones. I'll bet I've had my drive shaft down a dozen times and reused the old nuts each time. Jeeze!

So, for 60 cents I bought and installed four aircraft type, nylon insert lock nuts and my problem is solved but had that drive shaft come loose at my usual 75 mph the results could have been very bad. I'll mention a few names that I know have had the drive shaft dropped at least once. To be safe, next time you fellows are under your Squire replace those lock nuts with nice new lock nuts. Cuneo, Dimond, Fulton, Lieske, Murray, Offenbergl, Sher, Spielman & Weaver.

**CHASSIS #4**

I am sad to report, is for sale and for an even sadder reason. Owner Wes Carlson has been diagnosed with macular degeneration, a progressive eye disease that will eventually render him almost blind. He's sold his summer home on Cape Cod and will soon sell his home outside Boston to seek an apartment or condo requiring no outside maintenance. His Squire is one of the items that he will have to sell and it's breaking his heart because he's spent the past five years restoring and detailing #4 and loves driving it around the tree lined roads of Massachusetts.

Squire SS-100 Chassis #4, you may recall, is the only Macgregor conversion known to still exist. I spent a few days with him in 1995 correcting a couple of mechanical problems (see Page 2, Clbcom 60 - Oct'95) and he's since completed the under-hood detailing, adding a finned aluminum valve cover.

Wes is willing to take a substantial loss to place the car with someone that will appreciate it, about 50% of investment. While almost everyone that reads this newsletter owns a Squire you may know someone that has admired yours and is looking for a good deal. Wes is listed on your roster and is home most of the time.

**WHEELS4SALE.COM**

is a computer based outfit in Ottawa that has an impressive for-sale, car club news and general automotive section "on-line". They are listing the Registry for one year under their Car Club News at <http://www.wheels4sale.com>. You can list your own Squire for sale by contacting them at email: [results@wheels4sale.com](mailto:results@wheels4sale.com) or mail to them at Wheels4Sale, Box 5008, Merivale Depot, Ottawa, Ontario K2C 3H3.

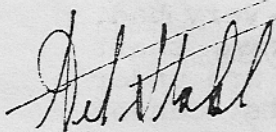
**NEW CARBURETION FOR THE SQUIRE SS-100**

Bill Lieske's neat article is completed with this issue of CLBCOM and with it we have managed to solve one more parts replacement problem as our cars continue to age. And in the process we have also increased performance. Wish all our problems ended this well.

**AND ALWAYS REMEMBER**

Indecision is the key to flexibility.

And if there is no newsletter next month it's because I'm going on a fly-in fishing trip to Canada (where they have mosquitos big enough to stand flat-footed and screw a turkey!).



## **NEW CARBURETION FOR THE SQUIRE SS-100**

**BY: BILL LIESKE**

*(Continued from CBLCOM No. 76)*

I bought a new Russel CLEAR FLOW (clear glass view piece) in-line fuel filter and a package of 3 spare replacement filters. I also bought 12" of 5/16" (8 MM) fresh, new flexible fuel line (EIA J3OR7 rated), two 1/8" NPT to 5/16" hose adaptors and 4 new 1/2-3/4" hose clamps. With these I made up a 2-1/2" line from the Ford hard line from the fuel pump to the fuel filter and a 7-1/2" long line from the filter to the carburetor input. With all of this in place, I ran a wire from the + side of the ignition coil to the electrical tab on the electric choke. I used #16 automotive type electrical wire and ran the wire alongside the fuel and vacuum lines, around the front of the engine, securing the wire with nylon "tye" wraps such that it is kept away from the engine block and cylinder head. I used suitable automotive type crimp-on connectors at the cable ends. I also installed a new vacuum line from the suction input on the side of the carb to the vacuum advance actuator dash-pot on the distributor. My idea here was to stop any problems of vacuum leaks into or around the carburetion system.

The last hassle was to mount the throttle lever (the one that operates the "butterfly" in the carburetor throats) and arrange the accelerator cable to match the position of the throttle lever. Unless this is done carefully it is almost impossible to arrive at a proper idle engine speed setting. I found that it was necessary to space the mounting point of the throttle cable 1/4" toward the carburetor from the original arrangement. Also I bent the bracket upwards a bit using a 12" crescent wrench to make the cable match the throttle lever position without side torque or bending. Everything works smooth after making all of these adjustments. See drawings of these details.

After a complete recheck of everything I started the engine. It ran OK at a fast idle of about 1,800 RPM. After a couple of minutes a kick on the accelerator peddle and the choke fast idle cam released to make a rough fast idle of about 1,200 RPM. I had to turn the fuel idle mixture needle adjustment back about 3 full turns to smooth out the idle and back the throttle slow idle stop out until a smooth, steady idle at about 850 RPM was secured.

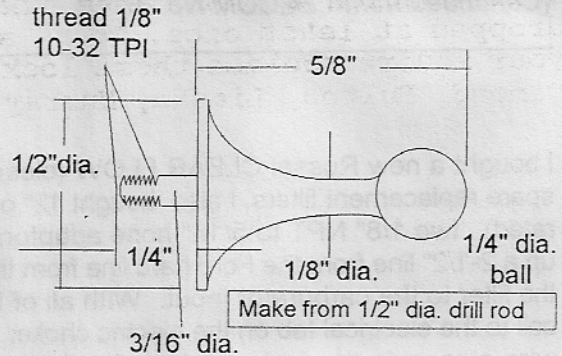
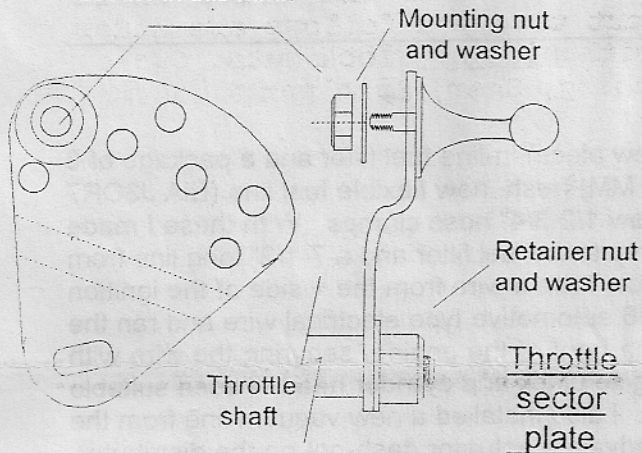
### **And Now, for the ROAD TEST!!!**

A mile or two North of where I live there are some smooth, lightly travelled two lane roads that are just perfect for checking out how a car will perform. One of these roads has a two mile straight stretch and I made several runs to see how the can now performs. My Squire always was quite nimble, and now will now burn rubber from a dead stop and also from rolling speeds up to 40 MPH! I didn't try to time it 0-60 but I can sure get up to 80-85 MPH in in a hurry. Suffice to say, it performs far better than it ever did with the RBS carburetor. I wonder how will this will effect the gas mileage? I used to get over 21 MPG back when the RBS carb was running good. Time will tell.

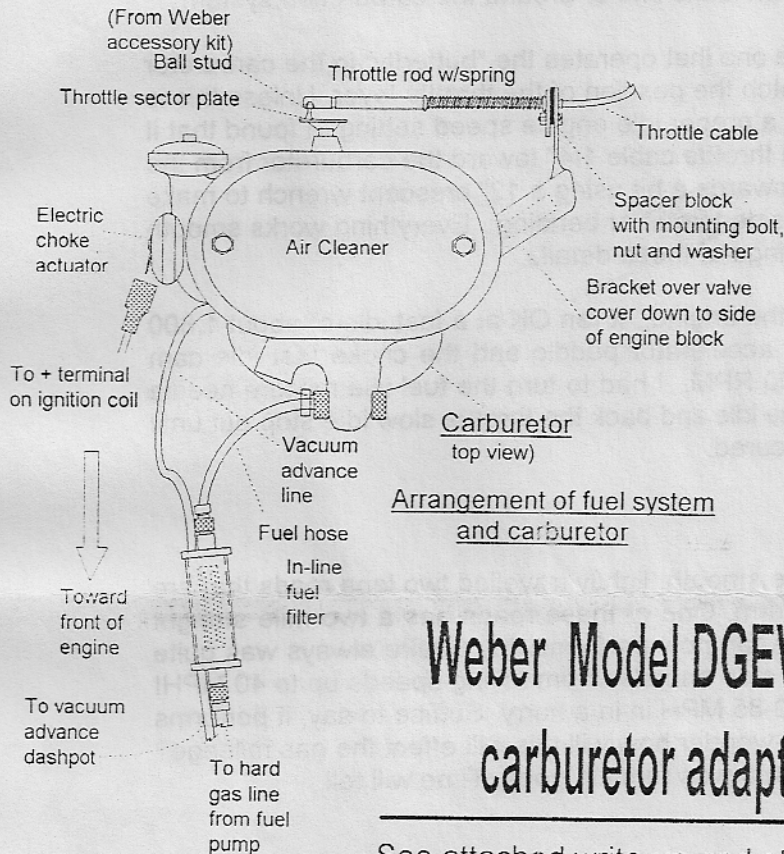
### **Was this worth the trouble and expense?**

Certainly, it was. Besides the new carb looks better than the original one. I wish to credit Jim Dimond with the foresight to find this carburetor option. It is a worthy addition to any Squire.

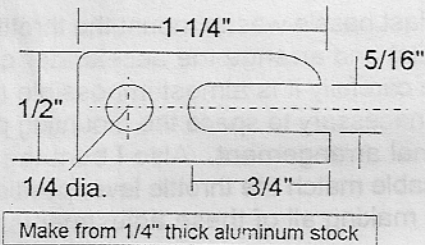
Locate in this hole:



Ball stud to mate with  
throttle control cable  
snap retainer



Arrangement of fuel system  
and carburetor



Spacer block to aid in  
throttle cable positioning  
to secure correct low idle  
adjustment.

## Weber Model DGEV 2 barrel 2 stage progressive carburetor adaptation for SQUIRE SS-100

See attached write-up and other related drawings for full details of installation and adjustment of the carburetor.