

CLBCOM 121

Squire SS-100 Registry

JULY-AUGUST, 2003

UPDATED ADDITION TO THE PARTS & REPAIR INDEX

Member Paul Dullaert has spend a LOT of time updating the original index prepared by Jim Dimond and sent to you some time ago in a red binder. Unless you were at the May meeting in Carlisle and already have one, a copy is enclosed with this letter and you can insert it in the original red binder. If you do not have an original binder, contact me and I'll send one along to you.

By the way, if you're one of the members that does not work on your own Squire SS-100, you can still take it along to your favorite mechanic and let him look up and read about the solution to the problem you're having. Should save him a little time and you a little money? And thanks to Mr Dullaert for this needed supplement.

CHANGING OIL IN YOUR SQUIRE?

Some time ago, Member Paul Helmick mentioned that he was changing oil in his car even though it had not been driven in over a year. At the time I told him that it was not necessary if the car had not been driven. Now I've just read an article by the two clowns of automotive advice, Ray & Tom Magliozzi for whom I have a great deal of respect. So, with apologies to both Paul and the Magliozzi brothers whose permission I did not seek to reproduce their comments, here's what they had to say on that subject.

A reader wrote to them and said his owners manual told him to change his oil once a year or 5,000 miles but since he traveled out of the country most of the year and just drove the car a few hundred miles, he wondered if he really had to do that?

The brothers replied that yes! You should change the oil once a year even if you only drive a few hundred miles. Why? Water! Even though the oil doesn't break down from being used it does get contaminated by water because every time you drive the car, water is created in the combustion process. Some of that water gets into the crankcase and mixes with the oil -- and water is a lousy lubricant. So, with a mixture of oil and water you can put 10,000 miles of wear on just a thousand miles of driving.

In addition, the second problem with water is that it mixes with nitrates from the combustion process and forms acids. These acids can attack metal parts of the engine and cause rusting and corrosion.

So, what's the bottom line here? Don't listen to Arthur and change your engine oil and filter once a year no matter how little you drive your Squire SS-100, or even your garden tractor for that matter.

THE SQUIRE SS-100 REGISTRY SPRING THING FOR 2004

has been set for Friday, Saturday & Sunday, March 26, 27 & 28 of next year. Why am I telling you this now? So all you folks Back East, Up North and Down South can set aside some vacation time and plan a flight to Las Vegas or Los Angeles for the short drive to Laughlin, NV to meet the western members and observe what we've done to our Squires over the past few years.

Members Vern & Sorita Jensen have made arrangements with the AVI Resort on the Colorado River to host this meeting with very reasonable room rates and lots of room to show off our cars. We'll be talking about this again but mark your calendars to attend this annual Squire event, have some fun and get ideas on how to improve your Squire when you return home. I've enclosed a brochure for the AVI Resort and all the Western members hope you'll be joining us the last weekend of next March? It's easy to get there from either Las Vegas or Los Angeles so -- plan on it, OK?

CARBURETOR CONVERSIONS

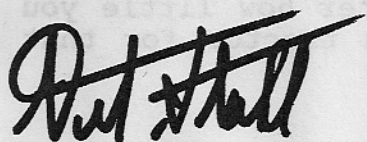
Member Danny Edmands (#10) recently called me regarding replacing the OEM Carter ABS carburetors that came on our cars thirty five years ago. He asked if I had replaced my original carburetor and I replied with one of my own pet theories. "Don't replace anything until it's completely worn out and can't be fixed anymore". So, when I can no longer buy rebuild kits for my old & faithful carb, I'll have to replace it. But that did remind me that Member Ron Seigerman (#13) has just shipped me his Squire from Florida for some much needed repairs and replacements, one of them being the carburetor so I guess it's time to address that subject - again.

Member Bill Lieske (#44) wrote an excellent article in Letters 76 & 77 regarding switching to the Weber two barrel carburetor and the data has not changed since then except that I've recently found a one source stop to buy the entire conversion kit and save a little money in the process. The early Jeeps had an identical straight six engine with the Carter ABS carburetor and Weber made their Kit # K550 to replace the original Carter carb. You can buy this kit directly from Performance Parts Warehouse in Syosset, NY and Torrance, CA. Call them at 800+654-2778 or look them up at: www.webercarburetors.com/ Price: \$377.51 which includes shipping.

In addition to being new, an electric choke and repair parts for a long time, the Model DGAV has another added advantage. It's a two barrel progressive that cruises on one barrel but on demand, the second barrel cuts in to give you 'ZOOM'. Just what old men need!

AND ALWAYS REMEMBER

Bills travel through the mail at twice the speed of checks.



A note to those that attended the May meeting in Carlisle, PA

I have not sent the Parts & Repair Index because you each got one from Paul Dullaert in Carlisle.

Getting folks to respond to order requests by newsletter has got to be one of the major frustrations in my Squire life and I apologize for the delay in rounding up the basic orders for the new Intermeccanica grill badges and both Intermeccanica & Squire SS-100 Registry patches. We never did come up with enough orders to make the minimums on either the badges or patches but I'm going to stick my neck out and order the minimum quantities out of my own pocket to get this darn thing off TDC. I kept careful records at the time and here's what you ordered at \$35 per badge and \$10 per patch:

<u>NAME</u>	<u>BADGES</u>	<u>PATCHES</u>	<u>TOTAL</u>
Blethen	1	4	\$75
Craft	1	2	\$55
Dullaert	1	4	\$75
Edmands	1	4	\$75
Hannan	1	6	\$95
Helmick	2	8	\$150
Morgan	1	0	\$35
Murray	1	4	\$75
Offenberg	2	4	\$110
Scotto	2	4	\$110
Spielman	2	4	\$110
Wiegand	1	2	\$55

Please send these amounts by return mail folks. I've placed the order and paid for them up front and that's a big chunk for me at this time. As soon as the pieces get here I'll fill the orders individually. Make your checks payable to Arthur Stahl and mail them to 11826 S. 51st Street - Phoenix, AZ 85044-2313

