

Squire SS-100 Registry

JULY & AUGUST 1997

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and for those of you that can read this computer goobeldeygook that's my brand new screen name for computer contact on the internet. For ten years Jean and I have had an old 386 machine that served us well for her tax business and all I used it for was this newsletter and to print the labels for mailing them. While I was away last month she bought a new super-whizzer that does everything but plow the South 40 and grease your car. Now I turn it on in the morning and start 20 minutes of *^#!@*%^##(! (and I hate machines that snarl back at me). We've kept the old computer (on which I'm writing this) but the new one is standing by to chit-chat with those of you that can do so. Just drop me a note and wait six weeks while I figure out how to answer it. Signed: CYBERJERK.DUM

SQUIRE SUNDAY IV

is set for Sunday September 14th at Mark Offenbergs place on Long Island and all are welcome. For the out-of-towner's Mark has arranged a rate of \$75.00 per night at the Huntington Country Inn, 270 W. Jerrico Turnpike (Hwy. 25) in Huntington Station. For reservations call 1-800+739-5777. Suggestion: If you plan to stay here call now. I called today (early August) and they were down to twelve available rooms. If you need more information about this fun day call Mark at home evenings at 516+424-8833 or at work: 516+271-4424 between 10:30 AM and 4:30 PM E.D.T.

A LONG DISTANCE TUNE-UP

happened when I was away fishing in Canada. Member Danny Edmands is a long-distance semi driver who knows when a piece of machinery is not operating properly. Not being able to reach me he called Bill Lieske and explained that his Chassis #10 was not operating correctly. While the engine was not noticeably missing or even stuttering he could not get the car to run faster than 60 MPH on a level road no matter how far he depressed the accelerator pedal. Bill suggested that if he was working on it himself he should first check: Carburetor

- A - Fuel bowl float level
- B - Plugged jets
- C - Restriction in the accelerator linkage

Distributor

- A - Points for gap and/or pitting
- B - Condenser
- C - Timing
- D - Cap for cracks or pick-up pitting

Ignition Wires

- A - For cracks in insulation
- (continued)

Vacuum Hoses

A - For leaks

Spark Plugs

A - For carbon build-up

Danny called Bill back after a few hours and said that he had checked the easiest one first, the vacuum hoses between the distributor and carburetor/intake manifold. He reported that on examination the hoses were rotten and leaking and after replacement his Squire ran as fast as he wanted to go. THAT was all it took.

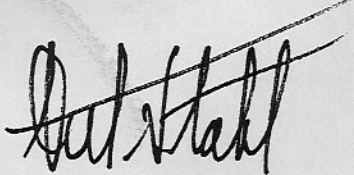
Bill Lieske opines that in his experience had Danny gone to a tune-up shop they would have replaced or rebuilt the carburetor first. Had that not fixed it they would next have replaced or rebuilt the entire electrical distribution system and finally would have replaced the vacuum hoses, charging over \$200.00 and throwing in another \$10.00 "for greasy rag disposal". (Which really pisses Bill off!).

The replacement of these vacuum lines harkens back to Clbcom 71 under subject heading "Fuel Line Replacement". These vacuum lines are now twenty five years old and may be the original lines installed on your Squire in Italy. You all know my old saying, "When in doubt-throw it out".

One last but very important tech-tip on vacuum lines is for the owners with automatic transmissions. There is an additional vacuum line between the intake manifold and tranny on these cars and a good vacuum connection is critical for proper shifting. As your engine loads-up it increases vacuum demand which then drops your tranny into a lower gear. If you have any doubts about the age of this line I'd just replace it.

AND ALWAYS REMEMBER

A proficiency in expletives is a prerequisite in Squire ownership.

A handwritten signature in black ink, appearing to read "Bill Lieske", is written over a diagonal line that crosses the page.