



NOVEMBER - DECEMBER, 2005

Squire SS-100 Registry

KATRINA AND THE SQUIRE OWNERS

We had a note from Donna Davis, member Don Dewrell's secretary. Don owns # 45 in Fort Walton Beach, FL and Donna had this to say regarding the storm:

"Katrina missed us -- we just got the outer bands, lots of wind and rain. We don't wish anything bad on anyone but we just thank God it wasn't us. We had Ivan and Dennis, and still have homeless people here, living in FEMA RV's. Mr. Dewrell lost his home and he and his wife Carol are living in a double wide trailer at the present time. They are, however, building a new home".

I was finally able to contact Dave Kaufman who owns # 28 and lives on the Algiers side of the river in New Orleans. That area had been reported with some of the heaviest damage but Dave said that other than losing communications for a long time, he just lost some shingles and roof vents. Some people just live right I guess?

THE SQUIRE THROTTLE CABLE

Newest member Rod Whidbee recently purchased Ben Cunningham's # 16, hauling it home to North Carolina from Florida on his own trailer. Taking it out for a test drive he promptly broke the accelerator cable and after fixing it, he has this to say:

"Just a quick note on the throttle cable. You can use NAPA part #610-1348. You must cut off the plastic end by the accelerator (pedal end) leaving about a 1/4". This will leave a small section to slip into the bulkhead bracket that holds the pedal end of the cable. Be careful not to cut or harm the cable inside. After this, just reverse the removal steps and you're done. I looked for three days for a replacement part and this is the closest I could find".

Thanks for the report Rod and we'd like to hear from anyone else on this subject. These cable assemblies are getting pretty old and will start failing on members' cars if they've not done so already?

GETTING THE RIGHT REPLACEMENT SEAT FOR YOUR SQUIRE?

As reported in earlier newsletters, the Blethens are in a long haul restoration of Chassis # 8 and Chuck has just reported this regarding replacement seats for the project:

"In the process of restoring our Squire SS-100 we have been faced with many interesting and difficult challenges in trying to get it right the first time. As many of you know, JD and I took many notes at many of the Squire SS-100 rallies over the years and have incorporated most of the changes you'd make in your own vehicle given the opportunity to re-do them?

Among the many hundreds of decisions made along the way was getting new seats for old # 8. Our problem was compounded by the complete rebuilding of the fiberglass body accompanied by a totally new firewall, one that fit properly, and a new drive shaft tunnel. (Continued)

(And Chuck adds: "By the way, we still have the firewall mold for anyone that wants to have a new one made for their Squire").

When the time came to buy new seats for our car, we had a very interesting problem. Our floor space was down to 14" width for the drivers and passengers seats assigned to the space for the seat footprint. We visited several shops around Phoenix to see what we could find. Seats that fit in the slot looked more like children's toys than serious sports car seats. We wanted a sporty looking seat and still have the ability to adjust the seat front to back with a Manx mount. Dune buggy seats fit the space but had the hard plastic body that would blister your bum after fifteen minutes in them. We ultimately went online to see what the Internet had to offer?

It took several months but we finally found the best solution from Premier Racing Products in Murrietta, CA. (800+317-6253). They offer a very stylish roadster seat with an extra narrow Manx mount that's 12" wide and fits perfectly into our cockpit. The two new seats with adjustable Manx mounts set us back over \$500 - some would say a bit pricey but the way we look at it, your bum is in that seat for the duration of the drive and we want it to be comfy. We are currently looking at steering wheels with the same eye towards style and comfort".

Chuck has recently added some new photos of their project to the Squire SS-100 website. Load www.squiness-100.org into your browser and once there, click on photos and then on # 8.

A 2006 SPRING MEETING

The last letter mentioned another March meeting in Laughlin, NV and that was not greeted with much interest so now Phoenix is under heavy consideration. The complete restoration of Mark Offenbergs # 46 will be completed by then and ready for introduction to the membership.

Phoenix is convenient and reasonable to get to on Southwest or America West and our Spring weather is usually delightful. What I need now is some idea of who will come out before I spend a lot of time and effort trying for great hotel rates. So, how about letting me know by phone or email and we'll plan from there. Squirepal@aol.com or 480+893-9451 - and I'd like that answer sooner than later.

AND ALWAYS REMEMBER contributed by Ed Spielman

"Life may not be the party we hoped for, but while we're here - we might as well dance".

