



MY ATTEMPTED RESIGNATION

Squire SS-100 Registry

in the last newsletter caused such an uproar that I'll have to rethink that option and try a different direction. However, the outstanding reasons stated remain the same. I'm just barely on the right side of 80 and don't know how much longer my news stamina will hold out. I'm running out of things to talk about and simply refuse to make social chitchat a part of the newsletter. And while I know many of you are working on your Squires, no one is writing me with the results and I'm running a one man show here.

So, here's what I'm going to do for the time being. I'll continue to publish the letter but not on a schedule. When I've accumulated enough news to make an interesting letter I'll just put it together and send it out. Further, I am now suspending newsletter dues if I can't publish on a regular basis. Enough of you have paid in advance to carry on thru a few issues and we'll continue on a volunteer basis. Comes the first of the year – and if you have a few bucks to spare, send it along to me and I'll toss it in the kitty. That also relieves something else that really annoyed me. Collecting \$10 a year from some of you was like pulling teeth and I hated it. Let's limp along like this and when I run out of news or money – whichever happens first - I'll quit sending the letter.

Finally, if you have something that will interest other owners write it up and send it along by post or email. If you don't have the energy or time for that, call me and I'll write it up for you. These letters and the resulting Parts & Repair Index have kept many a Squire SS-100 on the road that would otherwise have been parked many years ago.

THE CONVERTIBLE TOP CLAMP PROBLEM

mentioned in the last letter have been brought to a conclusion and the news is not good. Terry Becker reworked a set of original clamps just to see if it could be done and while the project was a success the amount of time it took to accomplish this renders the project much too costly. It's much cheaper to buy the Perko # CH 1112 or some other marine hatch clamp and adapt it to your windshield post. This should close that subject forever.

CHASSIS # 6

has changed hands and you won't believe where it is now? For many years Mikael Folsgaard of Ringsted, Denmark has admired the original Jaguar SS-100 and locating us on the net, decided to buy one. He contacted a few owners of Squires for sale and settled on # 6 out of Michigan. After months of paperwork the car was shipped by sea and arrived in Denmark on October 6th. Makael and Kirsten have many improvement plans for the car and have invited any of us who might travel to Denmark to stop by and visit. Just write and give them a little warning. His address is included with the current roster.

ARTHUR'S RESTORATION SERVICE

is in full swing and my shop will not be available for the next few months. Don Dewrell owns Chassis # 45 out of Fort Walton Beach, Florida and he contacted me about a year ago regarding putting his Squire back on the road after many years of having it parked – outside-- in the Florida weather. After a few false starts I flew back to Don's and inspected the car. Didn't take long to realize that there was little I could do for it there and we agreed to have it shipped back here to Phoenix where I would do a complete body-off restoration.

The car is now in a couple of hundred pieces and on the way to recovery but it'll take a little longer than I first estimated because the rust damage to the frame and other metal parts is severe and many places will have to be torched out and new steel welded in. On completion the car will be turned out in all black upholstery and trim and the Sorita Jensen inspired Viper Red. In the last newsletter I mentioned the two cars on Long Island who were replacing the original torsion bar suspension with coil-over shocks. That's also the situation with # 45 and I'll do a complete write up on this in a forthcoming newsletter.