



Squire SS-100 Registry Newsletter

Chuck Blethen, Editor – Blethen@Skreenz.com - www.SquireSS-100.net Summer 2009

What's up:

Squire SS-100 Registry Rally set for October 9-11, 2009 in Marshall, North Carolina

Here are our plans:

Friday evening around 6:30PM we can have a cookout on our back deck. The menu is not set yet. Chili? Burgers? Dogs? We will have wine for sure and maybe some beer. And soda, lemonade, etc. You can see for 50 miles in each direction.

Saturday we can have a light breakfast (coffee & rolls) at Zuma's Coffee Shop in the metropolis of Marshall NC (county seat of Madison County, population 842). After breakfast, we will do a top-of-the-mountain run at the Preserve at Little Pine. They have a small vineyard there that we are supervising. The Lodge on top is at 4200 feet and has an observatory. The Lodge will be set up as a local artists' display and sales shop for the DIY BlogCabin tours. Then we will drive through the mountains to have lunch at Kanati Lodge near Max Patch at 4000 feet elevation. Then back down the mountain for dessert at the Spring Creek Café. Then a one hour drive back to Marshall by the scenic route. Dinner is planned for the Bacchus Bistro in Marshall.

Sunday morning we drive to the Blue Ridge Parkway near Asheville to see the Folk Art Center. Contact Chuck Blethen ASAP when you have decided if you can make it.

Blethen@Skreenz.com
828-606-3130

Terje Aarsand Drives Squire #30 to New Heights

"The Bucket List" Organ Run

It was a bleak day in the hospital room that the occupants had nicknamed "the death row." All of them were waiting for news of a donor who could literally save their life. Each day brought them all one step closer to dying – and hopefully one step closer to having a chance to stay alive. Terje Aarsand was an engineer who had been in a bad accident. He had suffered complications and a full organ failure with a 10 -15 % rest heart capacity that necessitated having a heart transplant. So there he lay in a bed on death row along with several other desperate patients awaiting their fate. Terje became friends with one of the other men waiting for his organ donor. Terje and his friend made a vow that if they lived through this ordeal, they would drive in a sports car to the highest mountain in Norway and climb the top to celebrate their new lease on life. And so it came to pass that the gods smiled on Terje and his friend. They both received their donor organs 2 seconds before clock struck 12.

Terje began his quest for a sports car suitable for their run to the top of the mountain in Norway. He found a Squire SS-100 for sale on eBay and bought it in November 2008. Then he bought Paul Helmick's Squire #44 this summer in order to have a car that would work because of the poor condition of Squire #30. Terje had his hands full restoring #30 to the point it could pass inspection and be issued a license tag. The car passed the technical inspection the day before the left for the high mountains. Art Stahl coached him through some of his issues via lots of e-Mails. Chuck Blethen responded to his call for a 1972 Ford Maverick master cylinder replacement. Chuck found one in a NAPA warehouse 300 miles away and shipped it to Terje in Norway.



Terje Aarsand & Ole #30 at the top of the mountain in Røysheim, Norway

Meanwhile, Terje had made some promises to the local radio, TV, and newspapers to make his run to the top of the mountain as he and his friend had vowed to do, and to promote organ donors. He jerry-rigged an old Volvo master cylinder to work to get past inspection and made his run to the top of the mountain on August 19, 2009. He arrived at the top at exactly 4:21 PM. The reporters were on hand to document his achievement after getting a new life with his heart transplant. Terje used this publicity as an opportunity to promote the need for more organ donors. He passed out over 2000 organ donor cards along his route to the top of the mountain. Terje called me this morning, August 20, to tell me he will be in TV tonight explaining his achievement and pushing for more organ donors. He has a six-page spread being written in a local magazine as well as several newspaper articles – all advertising his use of the Squire SS-100 to reach his goal and spread the word about organ donors. Our website will get a lot of hits following his interviews on TV. Go Terje!



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British Wire Wheels (BWW) – One man's experience

It all started innocently enough. Art Stahl was working on my Squire (#8) and was getting down to the last few items including buying new wire wheels & tires. It has been a long, expensive, seven-year process of completely restoring Ole #8. You can see some of the photos at www.SquireSS-100.net that show the starting point and major steps along the way. Art had shopped around and found that the best place to buy 16", 72 polished stainless steel spokes, sealed tubeless wire wheels was from British Wire Wheels in Fresno, California.

April 29, 2009 – Art asked for a quote for:

Four each polished stainless wheels 16" X 5", 72 spokes, sealed, with safety bead for tubeless operation

Four each spline drives drilled to standard Ford five bolt pattern.

Four each hammer-type knock-off nuts to accommodate above.

One each lead knock-off hammer.

June 3, 2009 – I received a quote from BWW for wheels & parts above

June 4, 2009 – I called Mark Gouker at BWW in California and ordered the wheels and paid for them with my credit card.

July 14, 2009 – We received an e-Mail from BWW stating that my wheels and parts had been shipped via UPS.

July 16, 2009 – I receive a note from Art. "The wheel hardware got here today. No wheels, just hardware. And after all these weeks the damn spline drives are still not drilled. He just took them off the shelf and shipped them. What in hell was the six weeks delay all about? I can get them done locally but that involves yet another delay - and I still need the wheels so I can shop for tires and get them mounted and balanced. What next?" Art wanted Steve Mack to drill them and I said no. BWW had charged me for them and I wanted them drilled by BWW.

July 20, 2009 – I called Mark at BWW and he agreed to have the spline drives picked up, brought back to California and drill them and ship them back.

July 21, 2009 – I receive this message from Art: "The four wheels just arrived and the same driver picked up the offending spline drives. The shipped the wrong damn wheels – these are tube type." I called BWW. They found that they had shipped our wheels to a customer in Alaska. They told me they would have UPS pick up the wrong wheels from Art. He also told me that my adapters are drilled and here this morning and they were shipped UPS.

July 22, 2009 – Art writes: "OK! I've got the four tube types stacked in my garage and ready to be picked up by UPS. Meanwhile, I had no idea how long it would take them to get the second set of wheels and I did not want to lose the Michelin rebate so I went ahead and bought the four tires and they're sitting on the Discount Tire rack with your name on them. (Discount are also in NC). You now own 4 each, P235/70R-16 tires. As soon as the wheels get here I'll have them mounted. I guess I'm the pessimist who keeps picking fly shit out of the pepper but I have a strange feeling we're not out of the woods yet on this wheel deal. Hope I'm wrong."

July 23, 2009 – We get an e-Mail from Mark telling us that Dayton Wire Wheels in Dayton Ohio will be sending us an envelope with UPS labels inside for the wheels so UPS can pick up the wheels at Art's shop. Art says it will just cause more delays in getting things shipped back.

July 25, 2009 – Art writes: "Bad News: The spline adaptors arrived last night so I took one over to Mike's this morning to find that while the holes are drilled almost correctly, each one is off by a few thousandths that will not allow the adaptor to seat home correctly. What's more important, they just drilled straight holes. BWW did not taper the holes after drilling to accept the Ford tapered nuts, the function that centers the wheel on the five studs. BWW has been in business for years and I assumed they knew what in hell they were doing. Best option at this point is to have them redone locally and bill BWW." I called BWW and they agreed to let us have them drilled locally and BWW would pay the bill. BWW writes: "Please fax me the receipt once the process has been done. (559) 229-9110. I will take care of it. Your wheels have left and are on the way to you. Can you please tell Art to call UPS and schedule for a pickup on the 4 wheels that are for Alaska."

August 4, 2009 – I sent an e-Mail to BWW – "Another screw-up...I ordered from your quote dated June 3rd: Four each polished stainless wheels 16" x 5", 72 spokes, sealed and with safety bead for tubeless operation - chrome tubeless.

What we just received was: D3.69 W42 16 X 5 Bead, Crosslace 60 Spokes, Chrome/Tube Type. Please arrange to have UPS pick up the wheels at Art's shop."

August 5, 2009 – BWW e-Mailed "They are shipping the correct wheels out today from Dayton."

August 14, 2009 – BWW e-Mailed: "I WILL GAURANTEE THESE CORRECT WHEELS WILL BE TO ART 1- WEEK FROM TODAY. THEY WERE GOING TO SHIP THE WHEELS (NON TUBELESS) UNTIL I CAUGHT IT. THE WHEELS ARE SEALED AND WILL BE IN HIS POSSESSION BY NEXT FRIDAY."

August 19, 2009 – BWW wrote this: "The wheels left my place today and will be there on Friday, August 21. They are 16", 72 spoke, Sealed Tubeless. They were shipped via UPS."

August 20, 2009 – Art e-Mailed "I have the spline drives done and in my possession so maybe I can get the tires mounted and the wheels installed next week. That'll leave just the front end alignment and the car will be ready to ship."

August 21, 2009 – Art writes to BWW: "We did not notice until the machining was done that one adapter is slightly larger than the other three. They are close enough that I don't think that it will be a problem but I can't tell until I mount them and add the wheels, which at the moment have not arrived here yet. I mention it because if there is a problem I'll have to return all four adapters and start all over."

August 21, 2009 – evening – Art wrote: "The wheels finally got here and they appear to be correct. I'll get the tires mounted next week."



Squire SS-100 #8 circa December 2002
Does this look like a car you could love?

Directions to the Squire SS-100 Registry rally in Marshall, North Carolina:

The Asheville NC airport is 40 minutes south on Interstate 26 from my home in Marshall.

Knoxville TN is west one hour twenty minutes on Interstate 40.

Johnson City TN is 55 minutes north on Interstate 26.

There are several motels nearby and a few B&Bs.

We suggest the Comfort Inn in Mars Hill NC about 12 miles from here.

Our GPS coordinates: 35°47'3.83"N, 82°40'3.82"W