

Started 9-15-90

More Squire trivia from Bob Potter in the Bay Area. Bob has been in around the automobile business for many years. He saw his first Squire as a brand new car at a dealership in the Los Angeles area in the early 70s. He liked the car so much he applied for the dealership in the Bay Area. I'm not sure I have all the facts correct, but by the time Potter was ready to go, the dealer in L.A. had folded. Bob thinks that dealers cost then was about \$10,500 and they were marking up about two grand for a delivered price. Bob also thinks that the name of the company that manufactured the car in Italy was Intermeccanica. This morning, while wiping down my dash, I noticed that the name Intermeccanica appears on the bottom of my tachometer. How about that?

Some weeks ago, Bill Moore - Editor of Kit Car Illustrated told me that a company called Intermeccanica is still in business in Victoria, BC and manufacture two Porsche kits, the Spyder and Speedster which they sell in both kit and turnkey form. Their phone is 604+872-4747. Perhaps someone up there can tell us about the original manufacturer?

Monday Sept. 17 - Lee Craft just called from Maryland. In a phone conversation last week I had told him that the two frame horns that hold the motor mounts to the main frame had cracked out on my car and I had had to repair it. He said he had checked his over the weekend and sure enough, his are also cracked. In my opinion the motor mounts are a potential source of trouble in the Squire. There is simply not enough beef in the frame to support the weight, and torque, of that big cast iron block. To correct it, I removed the engine, removed the horns and welded 1/4" side plates on both sides. I then rewelded the horns in their original position. Last, I welded a 2" crossover from side-to-side just aft of the fat portion of the oil pan. That way you get load sharing from one side of the frame to the other and high torque should never be a problem again. Fortunately, mine let go completely about two blocks from the house where I could tow it home with a rope. Had it let go in the mountains somewhere I would have been SOL. I have a young engineering type friend who I will ask to draw up the problem (and solution) and include it in a later letter. Meanwhile, CHECK THE FRAME AT THE MOTOR MOUNTS FOR CRACKS. Nuff said.

Also Sept. 17- - Just opened a letter from John Fulton in Denver where he said he is thinking of adding a Zerk grease fitting to his "Groaning torsion bars". John (And I) have been squirting WD40 into the front end of our bars to still the groaning/creaking noise they cause when dry. By coincidence, my neighbor is an engineer at Garrett Aerospace and is very familiar with the so-called 'space age plastics'. He looked at mine this weekend and thinks the the material has become embrittled and should be replaced. One of the advantages of belonging to the very large Arizona Kit Car Club is we have lots of talent available. Another friend works at a machine shop that --

specializes in machining plastic. First chance we get, we're going to yank my torsion bars apart and do whatever necessary to fix them in some permanent manner. I'll pass along whatever our findings are. By the way, my major was not composition so I will apologize only once for present and future errors in spelling and punctuation.

Sept. 18, Another area I'm working on is the wheel knock off's. The original SS-100s had ear type knock offs (As opposed to the wrench type we now have) and so I went out and bought five used Jaguar knock off's. While the thread pattern is correct for our cars, the inside collar is too short. I have written to a company in Calif. to see if the right ones are available and they have not responded as yet. Meanwhile, the used ones I purchased fit fine on the spare wheel and look great. I paid \$15.00 each for them and I have two left (That will fit the spare right hand thread) and I'll sell them for that plus a couple of bucks to cover UPS charges. First checks arriving here takes them.

General Note: I hate to call someone long distance and get a machine so I'll pass this along. Our machine is set to ring after the fourth ring. If we are home we try our best to grab it by the third ring. If we have not answered by the third ring, and you want to avoid my answering machine, hang up after the third ring and try later.

Sept 21, Went out today and had a spare key made for my car. The man at the key shop said "Oh, that's a Fiat pattern". and sure enough, it was. So, chances are, the entire steering column, ignition lock and switch and steering column electrics are Fiat. Which reminds me, whenever you identify a part by brand and part number, let John Fulton or I know so we can record it. We may wind up writing our own owners manual, not as hard as it sounds.

Have included a copy of John Fultons last letter to me. Hope he dont mind but he cant defend himself. He's off in Dallas and Atlanta and wont be home for a few weeks. He wonders if we can make an owners association work and my answer is, yes, I think so. The Squire is a unique car and I think most people who own one have it to keep or for an investment and it will pay all of us to band together and find other owners. It can only increse the value of the cars. Let us have your thoughts on the subject.



Art Stahl

C/c Rick P 10-A-90