

SQUIRE SS-100 CLUB

CLBCOM 10
April '91

At last we have heard from the Intermeccanica Owners Club. Loring Burnett called tonight (4-1-91) from New York and apologized for the long delay in responding to our letters of inquiry, explaining that he had been on an extended vacation preparing to retire from the State of New York which happened today. He said that while he was aware of the Squire he did not know of any particular owners at this time but would be on the lookout for any in the future. He mentioned that he has not issued a newsletter for IOC in some time but with more time and data available he thought he may get one out this fall. If our group should bump into any Intermeccanica owners we might make them aware of IOC. He can be reached at- Loring Burnett for I.O.C., RD 3, Huntington, NY 11743. (Loring, I did not think to ask for your phone number. If you send anything out this way you might include it). On the sad side, he suggested we not hold our breath while waiting for something in writing from Frank and Paula Reisner at Intermeccanica in Vancouver, BC. He mentioned that the only way his group got anything from them was when one of their members visited the Intermeccanica plant when it was still located in Italy. He said Paula is very cooperative in person or on the phone. We cant afford to call them for all the data we need. Mabye one of us will vacation in BC? Sure wish we could get what we can while John Fulton is still in Italy and able to chase it down. Note to John Fulton: The name we hear other than Intermeccanica is Carrozzeria Ramponi and the city seems to be Torino. Think you can run anything down with that? How many units were produced? Were VIN numbers stamped on metal anywhere? ANYTHING you can find is more than we have now!!!

Had a nice response from Tim sharon today (4-2-91). He has had time to read the first eight newsletters and has made some interesting comments. I'll share them with the rest of you and respond to him like this - (C) Tim's comment and (R) my response. He starts -
Dear Art:

I recieved your info package and spent several hours reading through it and you are doing a great job. (R) Thanks!

(C) John Fultons car has some strange tail lights, Not Original.

(R) We are aware of that and John is going to try and find original tail lights while he's in Italy. I made him a tracing of mine some time ago. If you look closely at his photos you'll note some other modifications like no rear bumpers, ect. (Note to John F. - Lee Craft needs a set of lenses also)

(C) Art Stahl: I notice the stepping ribs on fenders are much longer than originals. They go much higher on fenders.

(R) Correct! And since I like the look I have no plans to change them back.

(C) Lee Crafts top looks different and sports a spare tire ring.

(R) When Lee purchased his car the prior owner had just had a new top AND side curtains made. As far as I'm concerned he got a real bonus because I have mine to do and they aint cheap.

(C) Bob Potters top looks more like the original.

(R) I believe it is. Odd thing about Bob's car is that it was shipped WITHOUT side curtains. There are no bracket holes in the door. They would be easy to make however.

(C) I have original side curtains and top on my car and can supply information on both if you want.

(R) I'd like to talk to you about that later.

(C) You have a copy of a (partial) firewall plate. I am attaching a copy of mine which is foil with paper on top with printed info and hand written ID#.

(R) I have included a copy of your plate for the rest of the group. Congratulations!! You are the only one so far that has the original plate intact.

(C) You wanted to know about push switches on both doors. They activate door-ajar alarm which is a terrible buzzer. Required by safety standards.

(R) Another over priced and unnecessary gadget thanks to Ralph Nadar. Mine dont work and I dont plan to fix them because if my door is ajar very long I'll most likely be out the door, laying on the highway and wont have to worry about it! Anyway, thanks for telling the rest of us. Now we wont have to wonder why the courtesy light dont work.

(C) I modified top clips after they broke some years ago.

(R) That seems to be a weak spot on all the cars and I'm in the process of installing some heavy duty marine types on mine right now. I purchased my car with NO top at all and I suspect that's where it went.

(C) Attached is your dash drawing with added information.

(R) I have up-graded my original drawing and included your info in red for the rest of the group. I did not include Seat Belt Warning on my original drawing because mine was not functional and I hated the looks of it so I took it apart and tucked it up behind the dash, covering the holes with one of those "Made expressley for Art" type plaques. However, I have NOT seen any Heater Temp Control knobs on any of the other cars or pictures. I wonder if that was an after market gadget that a prior owner installed on your Squire?

(C) Interior light only worked with the switch, not when doors opened.

(R) Covered above. If I ever get into re-wiring I may take those Door Ajar switches and use them for the light.

(C) I believe driving (Fog) lights were disconnected originally because they were ilegal in the U.S.

(R) I may move dash lights to light switch and use the spare for the fog lights.

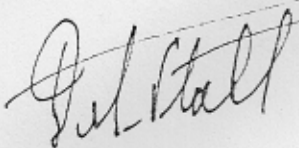
(C)I checked my motor mounts and there does not seem to be any cracking.

(R) Tim, you have a low mileage car, most of which you've put on yourself. There is no doubt in my mind that the motor mounts are the worst design flaw on the Squire and a real source of danger which includes all the way up to dead. Knowing what I know now, I wouldnt drive another Squire to the north side of Phoenix without the before mentioned modifications. As you know, mine was busted up so badly that I had to remove the engine to facilitate repairs. Lee Craft caught his while it was still just cracked and after noodling the problem around I think he's come up with a way to add the side plate and cross member without removing the engine. If you ever decide to correct the mounts, and I strongly suggest you do, I'll pass Lee's ideas along to you.

That's what Tim Sharon had to add so now we're all a little wiser. Thanks for the in-put Tim and welcome to the group. I'm looking forward to meeting you soon.

Other than that it's been a pretty quiet month. No real responses to our April add in Hemmings, Will run it again in July. John Fulton called from Italy and naturally I was not at home. He told my wife he thinks he can replace our tail light lenses with new ones which are still being made? Lee Craft called and said part of his new paint job needs to be repainted. What a bummer!

More next month.



Mfd by				AUTO SPORT IMPORTERS	
Date of Manufacture		6/72			
GVWR		2800 lbs.			
GAWR	Front	2200	Rear	2200	
THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.					
VEHICLE IDENTIFICATION NUMBER		<u>11020525</u>			
CLASSIFICATION - PASSENGER CAR					

Tim Sharon - L.A.

