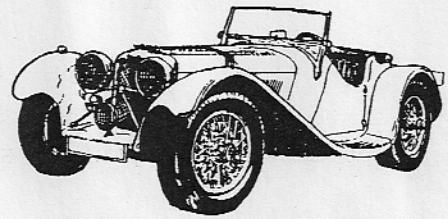


CLBCOM 131

MAY - JUNE, 2005



Squire SS-100 Registry

SPRING CARLISLE

was held in Carlisle, PA the weekend of May 21st and a number of Registry members attended. I flew to Durham, NC and spent a few days with members Bob Murray and Cal Morgan just playing cars. Then Bob and I drove up to Carlisle for that weekend. We returned to Durham for more car play before I flew home but I'll come back to that.

Of interest is the fact that Henry Reisner of Intermeccanica in Vancouver, BC also attended with a few of his Porsche replicas that are absolutely beautiful. Henry is a delightful guy and when I asked him if he recalled the Squire when it was being made in his parents' factory in Torino he replied, "Remember it? The fenders were just the right size for a little kid to use as slides and I played on them every chance I got -- till my Mom chased me off". He also mentioned that his Mother still works at the plant every day, arriving about noon and staying till closing. Wow!

Henry also mentioned that individual members of our Registry had visited his plant in Vancouver when they were in the area and anyone visiting in the area in the future would be most welcome for a plant tour. That, then, led to a mini discussion of a possible selection of Vancouver as a site for one of our Spring or Fall get togethers and we can study that in more detail in a later edition of this newsletter.

CHASSIS # 1

Bob Murray and I departed Durham for Carlisle a day early with the express purpose of visiting with Herman Migdon in nearby Manheim, PA and taking a look at his Chassis # 1 that he has completely restored. WOW again! I've personally seen a good many of the located Squires and with one exception, this car is completely original as it arrived from Italy those many years ago. Even the seat belt and door ajar alarms still work. The exception was the rag top that had been replaced but the side curtains, tonneau cover and spare tire cover remain original. I was really impressed.

While we were in Manheim, Herman mentioned that some time in the past he had noticed an ad for another Squire for sale in a locally published sale magazine called the Auto Locator, published in nearby Mount Joy, PA. Thinking that this could be one of the still missing Squires, Bob and I drove over there and spent another day and a half with those obliging folks at Auto Locator. The Auto Locator comes out once a week and runs from 225 to 250 pages of eight to ten ads per page. We went thru every page for the years 2000 and 2001 and finally found the ad in April 2001. It was for Rick Pompili's Chassis # 48 - which is still for sale by the way. Ah well, it'd been worth the effort had it been one of the missing five.

CHASSIS # 29

has been purchased and mechanically restored by member Brian O'Keefe in Patchogue, NY over the past few months but he has hit a brick wall recently. He had cleaned out the entire fuel line from one end to the other and in the process, replaced the fuel filters, fuel pump and carburetor. (Continued)

He knew that it would start and idle perfectly in his garage but on the way to a car show for its first outing, that Squire would suddenly stop like it was out of gas. Priming it would get it running again but as soon as a load was introduced to the drive line, it'd run out of gas again. Brian has re-replaced the fuel filters and fuel pump and the damn thing is still doing it. At the moment he's of the opinion that it's a vapor lock problem but I wonder? There are six other Squires running around on Long Island with no reported vapor lock problems and here in Arizona, we run around all summer with outside temperatures of 110° and indicated temps at asphalt level of 145°. If anyone has any experience along these lines you can contact Brian at OPYTHON@aol.com with a c/c to me please.

THE VENERABLE FORD 250 CID ENGINE

has been getting a lot of attention that we were not aware of, due mostly to the thousands of Ford Mustangs that were made with both the 200 & 250 cubic inch engines. It has been widely recognized that the Ford straight sixes are one of the most dependable, durable internal combustion engines ever made but they were never considered as quick off the starting block until the Ford engineers in both Australia and Argentina decided to give the straight six a helping hand. But, to back up a little -

Members Cal Morgan and Bob Murray in Durham, NC had mentioned by both phone and E-mail that they had an Australian friend in that city that made a living buying used race car parts in the USA and shipping them to Australia for resale. In addition, he bought certain Aussie made auto parts and brought them back to the States for resale. One of those parts is a Ford-Australia head that has been dramatically re-engineered to increase the horsepower of our 250 CID engines by almost 55%. WOW! When Bob Murray and I returned from Carlisle we took an extra day, picked up Cal Morgan and drove out to meet John Iwasiw, the man from Australia. He had one of the Aussie heads in his shop and the interesting thing is that it simply replaces and bolts right on to our engines with no modifications that were aware of at the moment. The Aussie head, unlike our present ones, has a separate intake manifold as opposed to ours being cast into the head. This allows all kinds of carburetor combinations without a lot of additional machining. One other major difference is that the Aussie head, also called a 2v, does not share a common exhaust port for cylinders 3 & 4, allowing for much better exhaust scavenging and vastly improved efficiency if you switch to headers as many of us have. There is a down side of course and it's the fact that Ford-Australia has not made this engine for many years and the bone yards are pretty well picked over. And when you do find one it's generally priced at around \$850 plus freight to your door.

There is a lot we have to learn about these heads made in Australia-Argentina and all the other available modification parts that we have just become aware of so I'll keep looking for more data and will report it here. Meanwhile, for those with computers you can load FordSix.com into your browser and see what's available there? I'll also caution you here that I've tried to contact most of these firms with poor results and the one with the most impressive website is definitely long on hot air and short on performance. (Continued)

I did purchase the Six Cylinder Performance Handbook advertised in that website and it is a very good guide to the traditional "souping-up" your engine using the OEM cylinder head. It is most certainly worth the purchase price if you intend to speed up your act a little?

Meanwhile, Cal Morgan has purchased the 2v Aussie head we looked at and will report on that and anything else he does to improve performance on # 21? We'll keep you posted as he reports it to us.

George Breckel with # 33 here in Arizona is working along traditional lines and is installing three Weber single barrel carbs on his Clifford Performance modified intake manifold. That particular Squire had some engine mods done before George bought it in derelict condition and it may or may not also have a performance cam installed? Guess George will know when he finally gets it running?

Finally, Paul Helmick and # 44 in Albuquerque is off in yet another direction by doing all the traditional hot rod stuff to an original OEM cylinder head. He's had it milled 60M, installed larger Chevrolet valves and much stronger valve springs, performance push rods and he will install a performance street cam before final testing. Where he is really departing from the norm is that he'll bypass traditional carburetion and install a complete throttle body fuel injection system, quite an undertaking and one we'll watch closely.

It should be mentioned here that all these mods can become quite costly, especially if you have to job it all out and knowing most of you, I can almost predict who will make them and who won't? Be kind of interesting to get the three systems together and do a little old fashioned drag racing. Sounds like so much fun I may have to get into the act myself - if I can do it without taking a second mortgage on my house?

DEAD MAN'S GUN

does not have much to do with Squires except that these Showtime episodes were written by member Ed Spielman and his brother Howard and every time I see one, it thrills me to know I'm associated with the Rich & Famous. Well, famous anyhow.

AND ALWAYS REMEMBER

If you think nobody cares if you're alive, try missing a couple of car payments.

