



OCTOBER 1997

Squire SS-100 Registry

FOR THOSE OF YOU WITH MANUAL TRANSMISSIONS

we think you will find this interesting. The Squire owners here in the West not only seem to drive our Squires a lot, we do it at high speeds on the open road. The particular gear ratios installed on our cars give us pretty good acceleration around town but sustained highway speeds at 75 or 80 mph keep that Ford straight-six wrapped up pretty tight. While this engine, with seven main bearings, has been described as the best Ford ever built there's something about that high RPM hour after hour that grates on the nerves.

Just for the record here's the official ratios for the manual transmission Squires: Rear end ratio is 3:25 to 1. (That is also true for the cars with automatic transmissions). The Ford four speed manual top-loaders are described as follows:

Ford close-ratio manual with four fully synchronized gears;

1st = 2.201

2nd = 1.661

3rd = 1.311

4th = 1

Reverse = 2.200

Some time ago I was told that the late Mustangs have a five speed Borg-Warner built tranny called the T-5, the fifth gear being a true overdrive that will reduce the top end rpm by 17%. Wow! Was also told that with a few adaptors it's almost a bolt-on to our engines. Every time the Western bunch get together the overdrive subject comes up and now the exploration has begun.

Member Ed Spielman drove his Squire to Phoenix a few weeks ago for some needed repairs and modifications and one of them is the addition of a T-5 tranny to his car, if possible. Terry Becker and I have been working on Ed's Squire and have picked up a T-5 case, nose piece and tail piece and the process of "will it fit" is ongoing as this is written. We'll report all in the next issue of the Clbcom News.

MEMBERS SID & SARA WEAVER

made a boat trip to Alaska this month and had some time to kill in Vancouver, BC. Sid has e-mailed the following, interesting report.

My wife Sara and I were

in Vancouver, BC in early October and I visited with Frank Reisner for an hour. It started out as a short stop to photograph the outside of the Intermeccanica headquarters building. She and I had been vacationing and doing all the required tourist duties (looking at scenery and spending bags of money) and Sara gave me permission to find Frank's place of business and snap a photo. It was late on a Saturday afternoon so I expected to find no one at work and a closed up building.

We drove to Fourth St. near the east end of the city and found Intermeccanica. To my surprise the huge doors were open so I walked up and standing at the door was a man. It came as no surprise to me when I asked this distinguished gentleman where I may find Frank Reisner; and he replied that he was Frank Reisner. He just looked the part of the automobile designer/builder. I explained who I was and my connection to his firm by way of the Squire SS-100 he had built many years ago. He and his son were working on Saturday finishing up some last minute details in preparation to ship some completed cars.

When I asked if he remembered the cars and if he would share some of those memories with me his face came alight. I wish now I had had a recording device. For the next hour Frank and I stood at the door way and chatted as if we were old friends. Much to the dismay of my dear wife and his son; both of which were past ready for dinner when we began.

The following are only a few of the things we discussed. Torsion bar front suspension, wheel spindle, the Fiberglass body, spoke wheels, Ed Felbin, Ed Spielman.

I will start by saying Mr. Reisner has a very high regard for one of our members, Ed Spielman, as we talked Frank would pause and say; "Ed he's a nice young man." and then on the story continued. The next thing we talked about was the torsion bar suspension. The front end of our cars are torsion bars because Mr. Felbin didn't like the looks of the coil springs on the prototype. I say good for us; because now that we have learned how to maintain the torsion bars the front-end is first class engineering. The body on the Squires are clearly not the top of the line in fiberglass. It is not the work of Frank Reisner. The bodies are the poor work of another small company in Italy and shipped to Intermeccanica. My car has never been repainted so none of the original faults have been corrected. The other side of that coin is I have not seen many that are better built by other Kit Car companies. That is why I fell in love with the Squire when I saw it.

The wheel spindle and wheel nut are also custom made for the Squire. The spindle was machined from a custom casting and then heat treated for strength. The chrome nut was also a custom brass casting. This was done to comply with a US. Law prohibiting knock-off lugs.

This short little story is just a few memories of a delightful hour spend with Mr. Reisner. It was very gracious of him to give a stranger off the street that hour. He loves cars and he loves his business. Mr. Reisner can be very proud of his work and the legacy he has built for his son.

AND ALWAYS REMEMBER

If you think there is good in everybody-you haven't met everybody.

