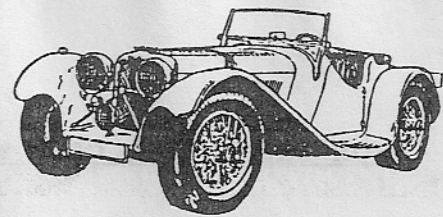


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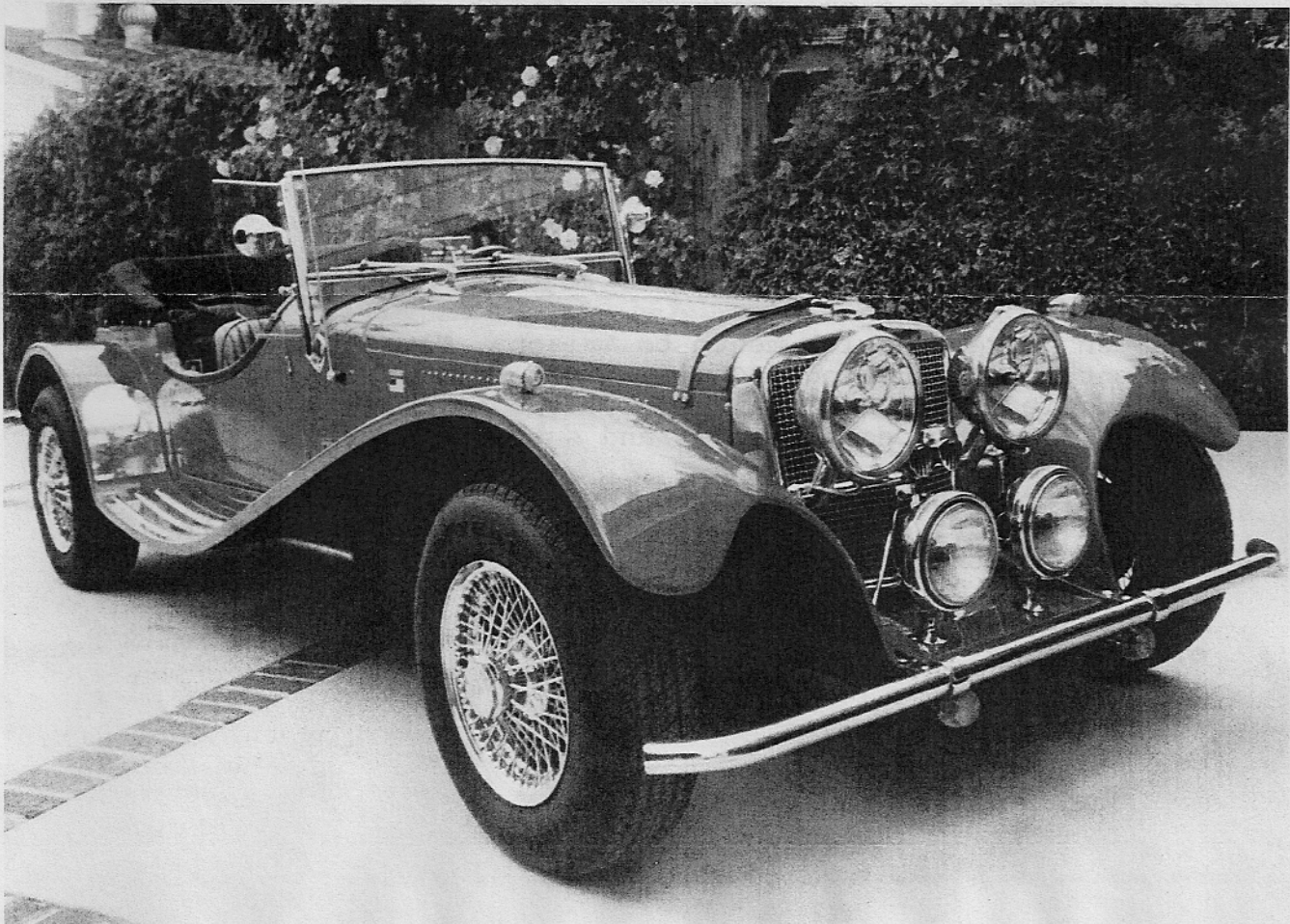
Squire SS-100 Registry

MARK OFFENBERG'S SQUIRE SUNDAY 5

on Sunday September 13th is in the final planning stage and we're looking for both good weather and attendance this year. I had a call from another member who asked "Do you have to be formally invited to this Squire party"? and the answer is no. Just call Mark at 516+424-8833 (evenings) or 516+271-4424 (days) and tell him you plan to attend. Those of us flying in will arrive Friday evening and will stay at the Huntington Country Inn, 270 W. Jerrioco Tpke. (Hwy 25) in Huntington Station. Reservations: 800+739-5777. We'll do another Squire tech session on Saturday morning at Ron Langdon's Garage in Freeport so if any of the locals have a particular problem they would like to fix or discuss please call Joe Scotto at home evenings, 516+799-2812. Joe is coordinating Saturday.

ED SPIELMAN'S CHASSIS # 32

that was completely renewed here in Phoenix last Winter, plus the instillation of a Borg/Warner T-5 manual transmission, has inspired him to new heights of prose. I've included his article, complete with photo, as the balance of this issue and I'll write a "how-to" article on the T-5 in a later issue. Xeroxed photos never do the subject justice and we hope you'll all travel to the next Western Spring Thing and observe this beauty on your own. WOW!



FOR THE SQUIRE CLUB NEWSLETTER

**LIFE IN THE FAST LANE...AT LOWER RPM
THE FIVE SPEED SQUIRE SS-100**

In the two decades I have owned Squire # 32 (nicknamed 'The Dawn Patrol'), there are many changes, modifications and improvements I envisioned. Because there was not a lot of Research and Development at Intermeccanica when the roadsters were made, I feel there is plenty of room for improvement without devaluing the car or changing the design philosophy and original intent of the builders. More like 'riding the horse in the way it's going'. Besides, unlike other collector cars, who's to say what is 'bone stock' original. As there are only fifty Squires, I always considered my car to be a 'one off' anyway... and the show judges be damned.

Thanks to Terry Becker and with the backup of 'Art, The Prez', virtually all of the mechanical and aesthetic whimsies I envisioned have now come to pass. In his bag of magic tricks, Maestro Terry Becker has come up with a tweak that has virtually transformed the Squire's performance.

The Squire running gear (with the 4 speed Toploader gearbox) is tight and has a one piece feel. Still, on long trips the overhead valve engine must wind past three thousand RPM to maintain cruising speed.

There are some intrepid characters (like Art, for instance), who have wound the engine to 4,000 RPM. I've been assured that this seven main bearing powerplant is bulletproof, but still...I've wondered for years...What about an overdrive unit that could lower RPM by 1,000 while cruising at higher speeds?

I often drive for club meets to Arizona, Nevada or to shows in Monterey, traveling 700 miles or more on a long weekend. I found it less than ideal to have the engine wrapped that tight for such long distances and sustained periods.

The answer, I presumed, was in the addition of an 'after market' overdrive to offer extra speed while dropping the engine RPM; the engine would be less stressed but operating efficiently. Of course, one must choose the right setup, because if the RPM's are too low...it is not operating efficiently.

Terry and I investigated several overdrive units. These are pricey and after consideration, it was decided that there was insufficient room to bolt any unit that would mate to the end of the existing gearbox.

I was hesitant to replace the Toploader, as it is a wonderful heavy duty unit, one of the best 4 speeds ever made. Terry's ingenious solution was to machine an adapter plate ...and install a custom built Borg Warner T-5 five speed gearbox. There are many T-5 models, but this one is the 'world class' model; it will handle the horsepower and torque from a 5.0 V-8 Mustang. If it can do that, it can certainly manage the stated 170 horsepower of our straight six.

Terry dumped the factory installed Mickey Thompson shifter (which I always thought looked a bit 'hot rod' for this car) and made a whippy stainless steel shift assembly topped off by a chrome shift knob. This set-up is Ferrari-like in its style and proportions.

Well, it takes a couple of minutes to get used to the new feel of the car. Same shift pattern, but with fifth over to the right and up, reverse over to the right and down.

On March 22, I drove home from our get together in Laughlin, Nevada. What a blast! On a nice straight road, Squire #32 can cruise effortlessly at 85 mph while at only 2300 RPM. The straight six is just loping along. (Around town, the other 4 speeds of the 'world class' are almost the same ratio as the previous 4 speed.) The new fifth gear will not pull strongly up a steep grade, and for this, one downshifts to 4th and goes up just as with the original. Curiously, with the new T-5, I can climb hills straight up in 4th gear. I couldn't do that before, but we think that's because the engine is now in a better state of tune and we discovered a vacuum leak that had robbed some power, now fixed.

So, the Squire is presently a very different piece of machinery.. a high speed auto. The T-5 is a slick and easy shifting gearbox, with synchros that do their job. Cruising on a flat ribbon of highway in fifth and passing traffic, should you wish to really haul ass (after a small prayer for an absence of police)...just step down and it pulls away with plenty of reserve left in the power curve. (A nasty glasspak muffler has added to the joys of motoring.)

I have yet to cruise at 3,000 RPM in fifth. The Squire's 180 mph speedometer always seemed to me a neat touch, but something of a joke. Now, with the fifth gear, you don't need to test those limits, but you can get yourself in trouble. The five speed conversion does mean that the rest of your car, brakes, suspension, motor mounts, wheels and bearings must be in top shape...or you're going too fast for

the rest of the car and your own good. Still, the real news is the Squire with the T-5 has transformed the running gear to much greater flexibility.

As I write this, the 'jumping speedometer' problem (common to many of our cars) has been solved. Art sent me a new cable which when installed with the square end of the cable firmly in the speedo housing and the thread of the nut wound hand tight, the speedo operates smoothly.

The other end of the speedo cable attaches to a removable plastic gear (held to the cable end by a simple clip) and which inserts into the driver's side gearbox case. The speedo cable gear mates to a worm gear in the case and the cable and gear assembly are held there by a single hex head bolt.

At speed, the new cable and gear at first registered too 'optimistically'. This, because the gear we tried was an 18 tooth version. This caused wild readings, registering 100 mph when you were actually doing about 78. This may impress the babes and neophytes, but it also runs your odometer numbers up, so that you'll be recording having driven many more miles than you actually have. Honesty is always the best policy, and speedometers are no exception.

Jaeger speedo accuracy was achieved when Art figured that all we needed was a '20 tooth' speedo gear which brought the true reading into line. This we have done.

So, for you who are contemplating switching to the T-5 gearbox, you will need a speedo cable with a 20 tooth 'right hand' gear. You can change the speedo cable and gear in a matter of minutes.

In the past 21 years, there was always something to fix. Now, it's all pretty much done. Presently, the Squire is more of a long distance cruiser. I lope along at 2100-2300 RPM and pass effortlessly with power to spare. At 2500 RPM in 5th...you are flying.

Again, my thanks to Terry Becker, The Michelangelo of Metal for the fabulous engineering job... and Art for all his help and expertise.

*Best wishes,
Ed Friedman*

LOS ANGELES
July, 1998.

Art Hall