

SQUIRE SS-100 REGISTRY

TO ALL INCOMING MEMBERS

It is interesting to explain how all this got started. To condense it, I purchased my Squire with an Arkansas title that said it was a Reliable Roadster with no mention of Squire or SS-100. I wrote dozens of letters to every car club, specialty auto magazine, ect. that I could think of just trying to identify the manufacturer of what I supposed was a kit car. Response? Nothing! Then one day a friend called me and said he had seen a car that looked just like mine advertised in Hemmings. I checked and the ad had been placed by one Bob Potter in the San Francisco area. I called him and he said he had just sold the car to Rick Pompilii in Philadelphia. He also said he had just purchased another Squire from a local source. Potter told me the real name of the car was Squire SS-100. Back to the drawing board.

I started all over with letters to every publication I could think of and I placed an ad in Hemmings looking for other owners. Thru that ad I found John Fulton in Denver and a fellow in Australia spotted my ad for information in Petersen's Kit Car and furnished me with the manufacturers name, Intermeccanica International, but I still did not know where they were located! Then Curt Scott of Specialty Cars Magazine came thru with an address in Canada. Copies of these letters are attached.

Those few early members decided to form a registry and try to write a history and manual. We elected to pay \$30.00 each per year to cover advertising and postage, publishing and other costs. There were fifty Squires made in Italy and shipped to the United States and thru these efforts we have located a good number of them and the search continues. We are currently running ads in Hemmings and the national issue of Deals On Wheels and if you can suggest another place to advertise, let's hear from you.

An additional important joint effort is the sharing of information on parts identification and weak spots in design or assembly anything else of value. If you have something to contribute, call or write me and I'll publish it in the next newsletter. Our ultimate goal is to get the maximum amount of recognition and enjoyment from our Squires and in the process, drive up the value. So far, we're well on the way to accomplishing just that!

Read on --

Art Stahl Phoenix, Arizona

8 Snow St
Keilor Park
Victoria 3042
Australia

3/9/90

Dear Art

I read with interest in July 90 Petersens Kit Car of your request re your Reliant Squire (37 Jag S100 Replica).

Enclosed are photocopies of magazine articles that appeared in two English Kit Car magazines which now are no longer published.

I've marked on them which magazines they were from.

Another source of information may be the following English magazines which are currently available.

Kit Car International Editor Ian Hyne
The Old Garage
10 Ring O'Bells Lane
Disley Cheshire SK12 2AG
U.K.

Which Kit. Editor Peter Filby
1 Howard Rd
Reigate Surrey. RH2 7JE
U.K.

Kitcar.Editor Ewan Scott
Redalpha Ltd
Old Run Rd
Leeds LS10 2AA
U.K.

Any of the above would have the latest on the manufacturer if he is still in business.

But then the Squire mentioned in articles may not be the Squire that you have. I feel there is a connection. I stand corrected if there is no connection.

I buy all the above magazines as well as PKC and Kit Car Illustrated much to my wife's annoyance. I'm into VW's but like Kitcars as well. When my 2 daughter's are finished High School I will possibly build a Kit.

I hope the photocopies help you. I read in KC Illus that your club has a library. I will try and get some brochures/literature on kit cars available in Australia.

Best wishes from Australia

Yours Faithfully

Michael

Michael Johnstone.

Sept. 11th, 1990

Dear John:

Many, many thanks for your letter of Sept. 3rd. Have read and re-read it with great interest. Unfortunately, it is the wrong Squire. My request to the two U.S. kit car magazines was sent in many months ago. There is quite a delay between request and printing. Since then, I have found two other owners here in the States and we are tracking down more with some sort of Squire SS-100 owners association in mind. We have discovered that the Squires we own are a pretty close copy of the 1937 Jaguar SS-100 and were made in Italy in the early '70s. The running gear is all Ford Mustang or Maverick with a 250 cubic inch Ford straight 6 engine. Quite a beast and fun to drive. I will write to the three other magazines in England however. We are trying to locate the manufacturer to see if he is still in business and see if we can secure owners manuals, wiring diagrams, ect.

The kit car hobby here in the States is very strong and getting stronger. When you are ready I suspect it's a hobby you would enjoy very much. In point of fact, our club is in touch with the Australian Component Car Club and their editor, Paul O'Malley and his new wife Lyn plan to spend their honeymoon in the States and will visit with us in November this year. I'm sure he would be delighted to hear from you and his address follows -

Paul O'Malley for ACCC
5 Durrow Ave.
Killarney Heights
Sydney 2087

My wife and I hope to visit your country next May and if that happens, maybe we can get together? Keep in touch when you have time.

19/9/90

8 Snow Street
Keilor Park 3042
Victoria Australia

Dear Art

I think the photocopies will tell you who is the father of your Squire. Now that you have read the copies I will tell you how I came across them.

My wife Frances read your letter and commented " I wonder what Art looks like". I remember that you appeared in a photo that appeared in either PKC or KCI. I thought I would try and find it and show her.

In amongst the PKC and KCI I came across HPC and decided to read the story on Intermeccanica in case Frank Reisner might be able help you. My heart skipped a beat when I came to 1974-1975 because this car of yours is 1 of the 50 built.

The copy of the cover of HPC is to help you in picking up a 2nd hand copy.

The last known address of Frank Reisner is

Intermeccanica International Inc
306 Industrial Ave
Vancouver British Columbia
Canada U6A 2P4

The HPC was printed by Challenge Publications Inc

7950 Deering Ave
Canoga Park Ca 91304
(818) 887 0550

They maybe able to help in contacting the author of the Inter-meccanica story.

When you visit Australia next May. Make sure when you get to Melbourne you contact us it would be great to meet you both, in fact there is bed if you would like to stay.

Your letter was dated 12/9/90 it arrived 17/9/90. Not a bad effort on the part of our respective post offices.

Let me know the result of your endeavors in your cars heritage. I could not find the photo of you to show Frances I'll look again.

Good Luck

Best wishes

Michael.

Michael Johnstone.

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**UPDATE YOUR 944 WITH
A BOLT-ON TURBO NOSE!**

02088 NOVEMBER/DECEMBER 1986 VOL. 3, NO. 6

CCC

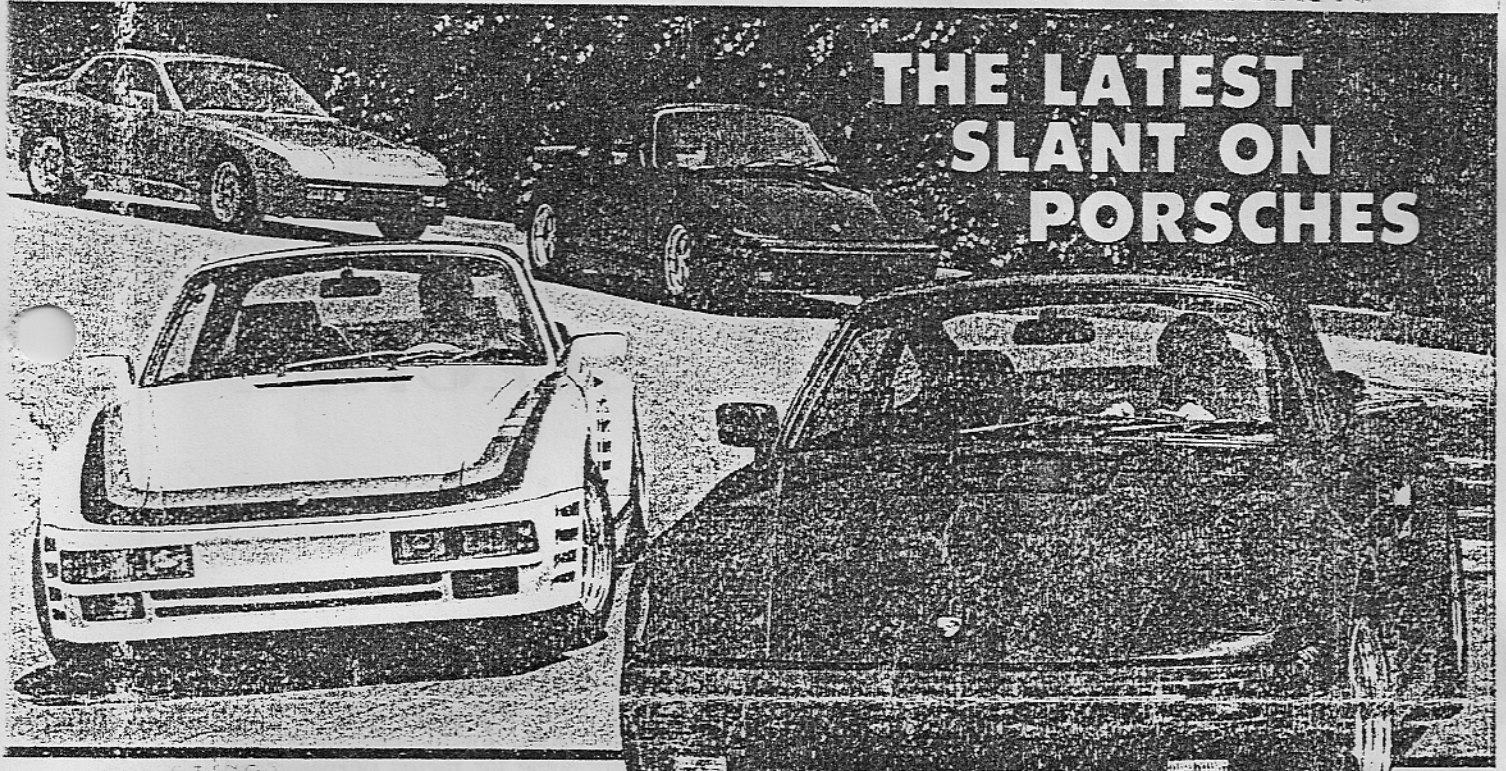
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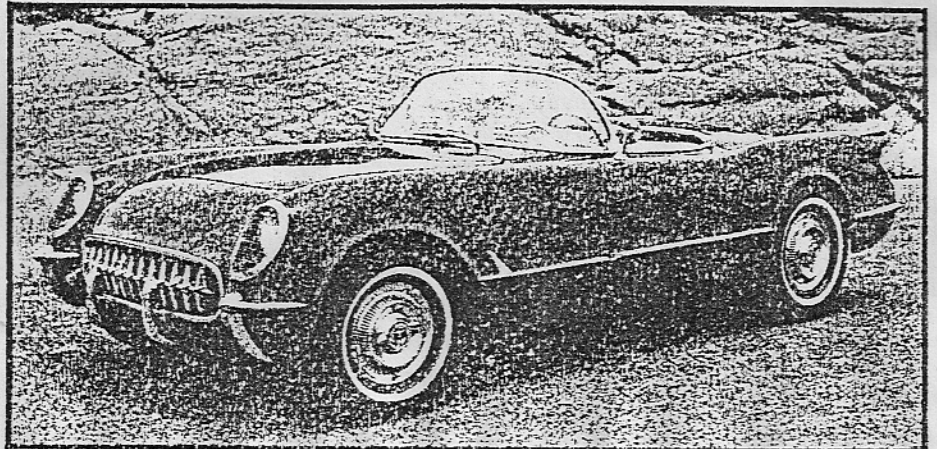


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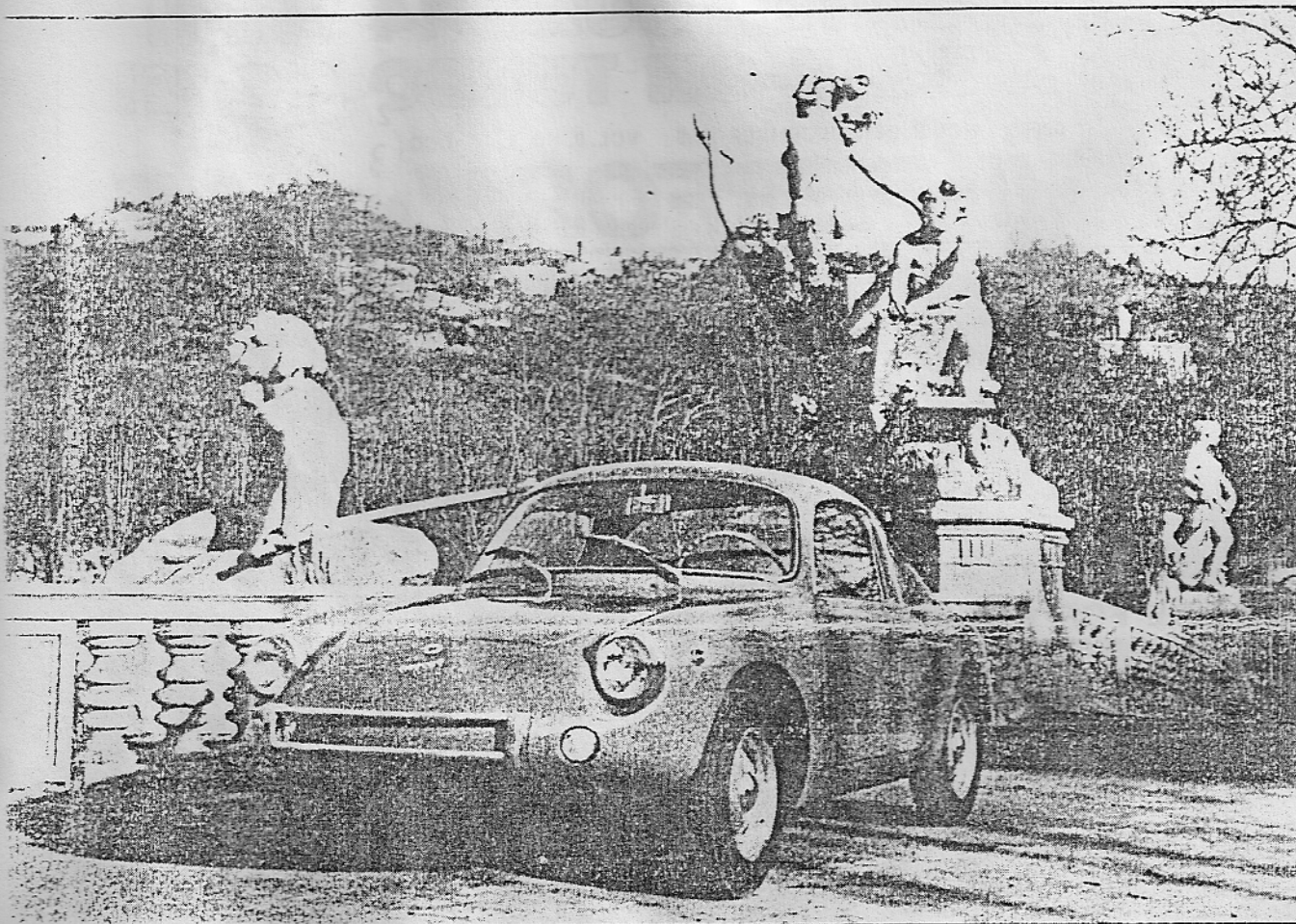
**PREVIEW
DAYTONA COACHBUILDERS
1953 CORVETTE**

MOONEY'S '36 FORDS

**THE HOUSE OF Z
...TOPS OFF!**



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INTERMECCANICA RETROSPECTIVE

By Tim Barton

INTERMECCANICA

The subject of our third installment on historic high-performance cars is Intermeccanica; first founded by Frank Reisner in Turin, Italy in 1959.

Intermeccanica is different from other kit car manufacturers, in that the firm originally was a well-known coachbuilding organization that made the transition to fiberglass cars in 1976. Most fiberglass kit car companies in the U.S. were started as an alternative to traditional coachbuilding; and most had no prior background in panel beating.

Intermeccanica is probably best known in this country for its speedster replica, which was a milestone in many ways.

Less well known by people in the car business is the long, distinguished history of European/American hybrids built under the Intermeccanica name through 1975. These cars are now serious collectors items. As with any company that has

lasted twenty-seven years, there have been many partners, dealers, and distributors, in many countries at one point or another.

In 1981 an ownership split occurred, from which came two separate Intermeccanica companies. The first, (the main company based in Fountain Valley, California; and the second, Intermeccanica International, Incorporated, based in Vancouver, Canada). The first company is currently inactive, and is headed by Tony Baumgartner and Roy Hanson, Jr. The second Canadian company is headed by Frank Reisner, the originator of Intermeccanica. Both companies have had projects after the split in 1981.

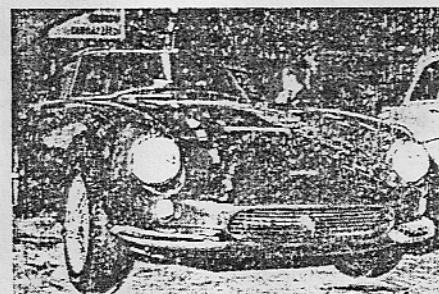
The following is an attempt to list the projects undertaken since 1959 in chronological order.

INTERMECCANICA PROJECTS

1959-1960: During this period in

Italy, Frank Reisner built speed equipment and developed European racing cars of the day.

1960: The 500cc IMP was built, using a combination of Fiat and Puch components. Twenty-one were built in all; some for racing purposes and others for the street.



1961-1965: The Apollo GT was born. These first Apollos were built for Oakland, California, businessmen Ron Plescia and Milt Brown. Franco Scaglionne, chief designer for Ber-

HI-PERFORMANCE CARS

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tone, was in charge of styling.

The Apollo used the new aluminum Buick V8 and running gear. This is the same engine currently used by Rover. Although not a highly successful venture, the Apollo became a milestone car. Ninety coupes and eleven roadsters were built between 1961 and 1965. Milt Brown still has an Apollo Car Company in Oakland, California.

An Apollo 2+2 was built and displayed at the 1964 New York Auto Show, winning the best of show award.



In 1964, the Apollo was sold to Vanguard Motors in Dallas, Texas. There, it was produced as the Vetta Ventura.

1965: A Mustang Station Wagon was built for the J. W. Thompson advertising agency, and was presented to Ford Motor Company as an idea car.

1965: A prototype English Ford-based car called the Vetro was built.

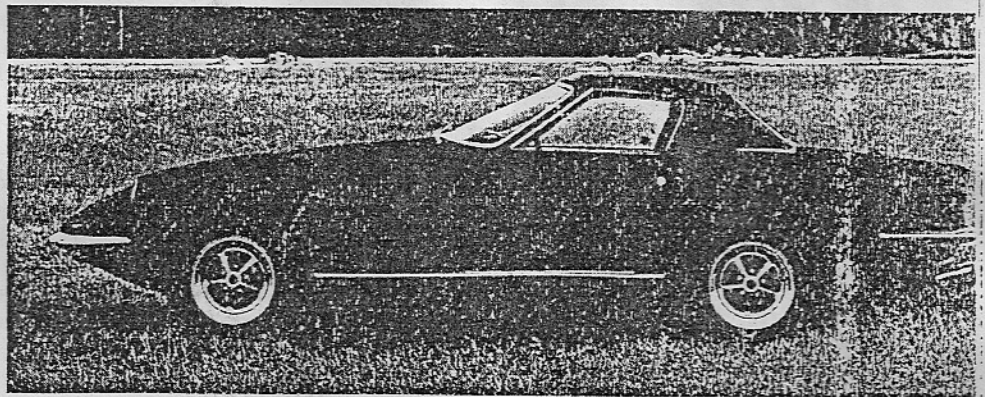
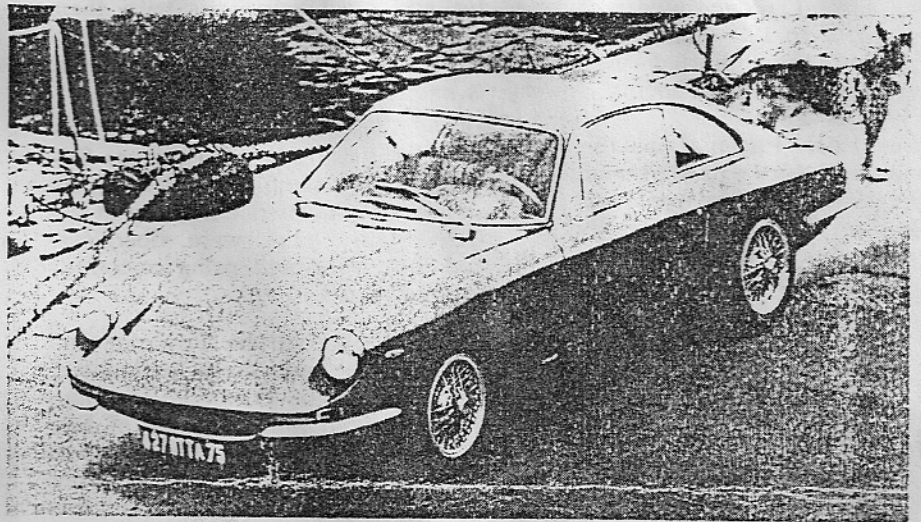
1965: Jack Griffith, of Long Island, New York, was known for stuffing 289 small-block Fords into fiberglass English TVR cars, as Cobra competitors. Jack commissioned Frank Reischer to develop a new steel-bodied car to be called the Griffith GT, powered by a Chrysler V8 engine. Bob Cumberford (who is currently a contributing editor to David E. Davis' new *Automobile Magazine*) was the chief designer.

Just as the tooling was built, and a few examples were shipped, production ceased. Although Jack Griffith left at this point, he would go on to other successful designs, most recently the Toyota Sunchaser and Celica convertible conversions.

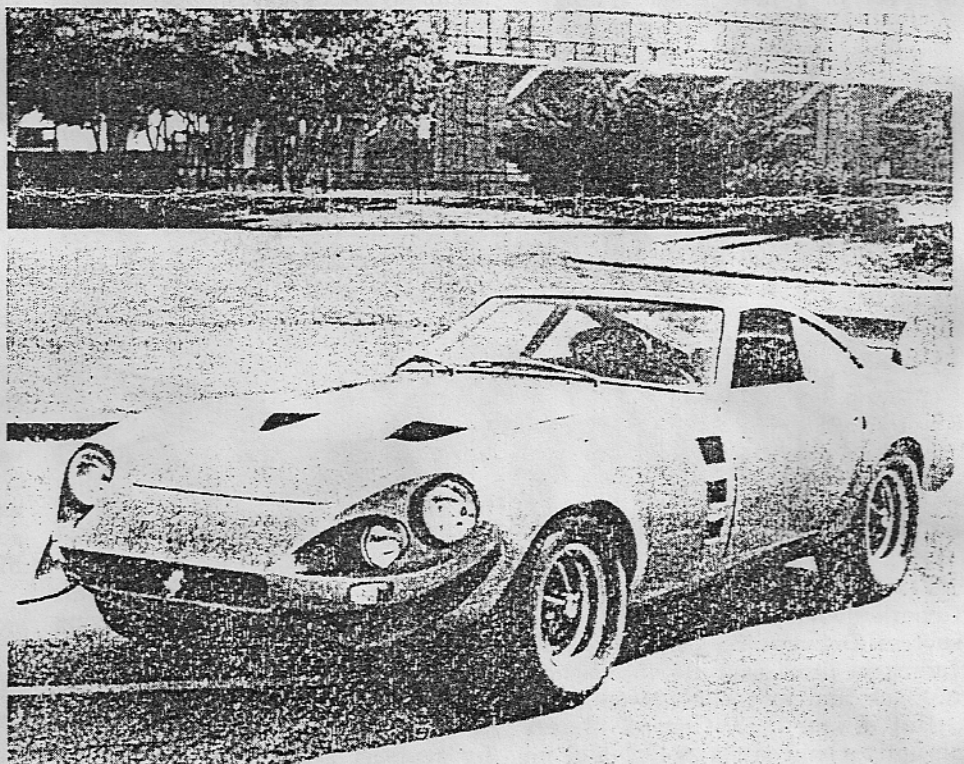
Picking up the Griffith GT project was Steve Wilder, then with *Car & Driver Magazine*. The vehicle name was changed to Omega, and the choice of powerplant was changed to Ford.

After thirty-three Omegas had been built, shipped, and assembled by Holman & Moody, in North Carolina, Steve Wilder backed out.

In 1966, a decision was made to complete the cars in Italy. A new distributor was lined up (Gensen Forman of New Jersey). Production



ITALIA



then reached 120 units per year. A successful formula had been found.

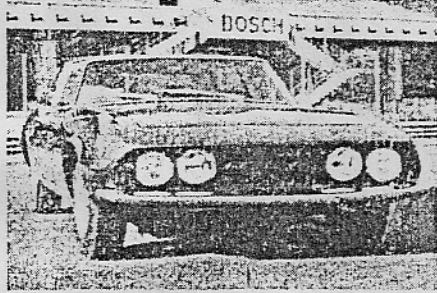
By 1970, 700 cars had been built. The name had been changed to Torino (dropped after it was learned that Ford had the rights), and

then to Italia, as it would best be known.

In 1969, Eric Bitter became a distributor in Stuttgart, Germany. German demand was high . . . sales were good.

1963: To digress a bit, during that time several other important cars were built. In 1966 John Fitch commissioned the car that would be known as the Fitch Phoenix, powered by Corvair.

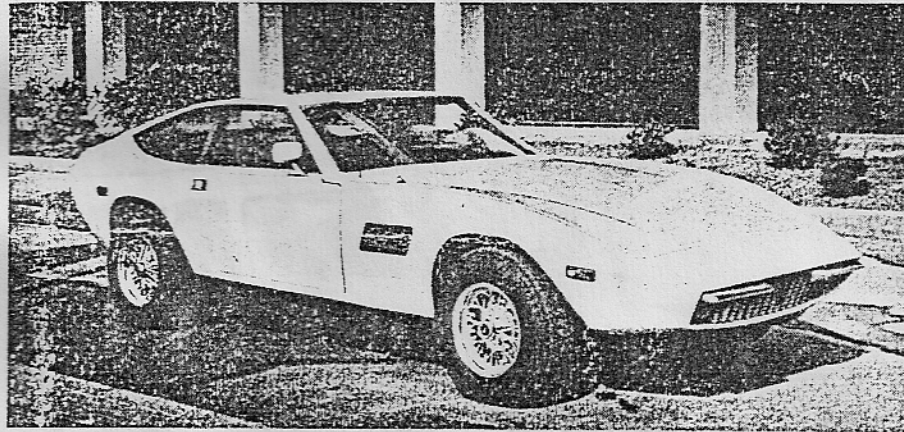
The Fitch Phoenix was the forerunner of future cars that would use different size tires, front and rear (like the 911 Porsche and the DeLorean). John Fitch still is active in special car preparation back east.



1967-1969: Eleven 429 Thunderbird-based Murena Sportwagons were produced for Joe Voss at S&D Imports in New York.

1980: A doctor in the Midwest ordered a two-door sedan built on a Corvette chassis. This was called the Centaur.

1970: Back to the Italia car, and distributor Eric Bitter, in Germany. Opel in Germany contacted Intermeccanica about dropping the Italia in favor of a new project powered by Opel Diplomat components. A deal was struck, and the new car was called the Indra.



1971: The Indra debuted at the Geneva show, and was a runaway success. Between 1971 and 1974, 125 Indras in three variants (notchback, fastback, and convertible) were built.

But in late 1973, General Motors abruptly changed its policy and no longer made available GM or Opel parts. This was, of course, a surprise disaster for Intermeccanica, who had abandoned the successful Italia to build the Indra.

But it soon made sense. Eric Bitter and Opel came out with their own car (bodied by Bauer in Stuttgart), which of course, became what is known today as the Bitter SC.

1974-1975: A series of fifty Ford six-cylinder-powered replica Jaguar SS-100s were assembled by Intermeccanica for Autosport Company in the USA. The bodies were fiberglass, and they were built using customer-supplied parts.

1975: Two prototype Ford-powered Indras were built in a cooperative venture with the Economic Development Council and the City of San Bernardino, California. The plan was to start producing. After Mr. Reisner had packed up the family and factory and moved to California, the project was canceled.

1976: Stuck in the U.S. with no market, little did Mr. Reisner know that one of his best successes was just ahead. He began a project with Karma Coachworks (the Meyers Manx people) that was the soon-to-be-famous Speedster.

The Speedster tooling was innovative, in that the molds were designed with all the parting lines covered up by bumpers and body trim, so the finish quality would be first-rate, and the time reduced.

1976-1979: Frank Reisner parted company with Karma Coachworks and formed a new and important alliance with a local Volkswagen dealer named Tony Baumgartner.

1978: In May of 1978, Tony Baumgartner bought out Frank Reisner's 50 percent share, and shortly thereafter the two split.

1979-1980: Automobili Intermeccanica (Baumgartner) began work on the Intermeccanica Cabrio Mustang convertible. Tony Baumgartner began development, after getting seventy-five cash deposits up front from various Ford dealerships.

In all, about 500 Mustang Cabrios were built in five different plants across the U.S., Canada, and Mexico. Mexico still builds the car.

Automobili Intermeccanica was formed, with each party receiving a 50 percent share.

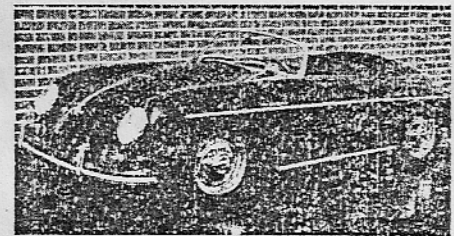
The Intermeccanica Speedster also started a trend in its use of NOS (New-Old-Stock) replacement parts for replicas. This practice has carried over to the MGTD replicas, the Cobra replicas, etc.

Six hundred and eight Speedsters were built in all by Automobili Intermeccanica. There were two dif-



ferent bodies within that production run, known as body "A" and body "B." (The later type "B" cars are more desirable, and are numbered #246 through #603.) These cars had larger trunks, engine bay, improved ventilation and heating, as well as having a few other small touches (such as scribed-on parting lines).

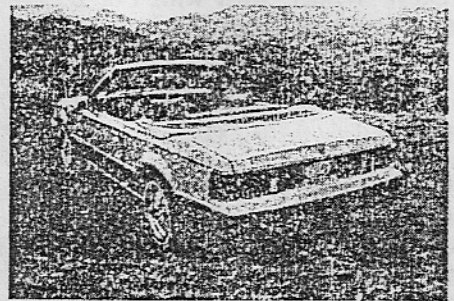
The cars were built at a maximum rate of two per day using eight different work stations.



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1979-1980: At the same time in another location, Frank Reisner was developing the tooling for the Lexington, a big neo-classic in the Clenet mold. The Lexington used a 112-inch Checker chassis, but never got beyond the prototype stage.

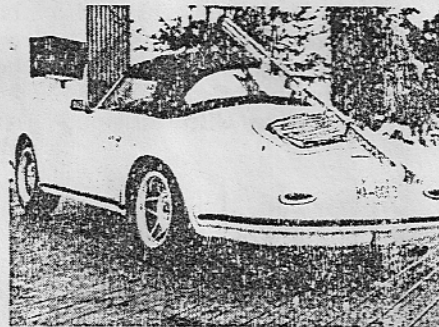
1981: Roy Hanson, Jr., a large Los Angeles industrial manufacturer bought into Automobili Intermeccanica about this time as a major stockholder. At the time, Mr. Hanson owned a Pasadena, California, Rolls-Royce agency, and wanted Intermeccanica to develop a large neo-classic in the Clenet mold as well. This car would go on to be named the La Crosse. Although a dozen bodies were produced, only the prototype was ever finished. Mr. Hanson still owns the tooling.

1981: Frank Reisner built a Porsche roadster RS, based on the 1959 Model "D," and made full tooling. The RS project was moved to Vancouver, Canada, in October of 1981.

The new company started by Frank Reisner in Canada was named Intermeccanica International, Incorporated.

1982: At some point around this time, both Automobili Intermeccanica and Intermeccanica International both decided to do a Turbo-Bathtub project. That is to say they dressed up the Speedster and D as though Porsche had never introduced the 911, and the old Bathtub had now evolved into something resembling a 930 turbo-Porsche.

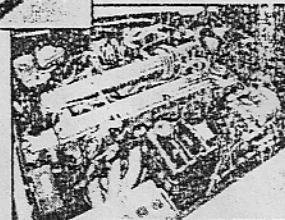
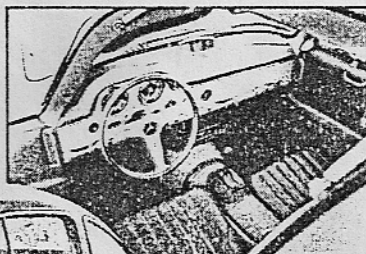
Frank Reisner's version, called the Roadster RS 2 is currently being produced in Canada.



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Tony Baumgartner's version was developed just prior to selling out the Speedster kit business to Classic Motor Carriages in Florida. Although only one was built, it was a stunner . . . done in gold-plated trim, with Connolly leather interior; it also had four-wheel disc brakes and a 2180cc turbocharged engine. This version is also currently being offered by Classic, along with the standard Speedster.

1982: Automobili Intermeccanica developed a Datsun 200 S/X convertible conversion kit in cooperation with Nissan Motors. But Nissan did not endorse the product in the end, and only about 250 conversions were done in the U.S. and Mexico, before Mexico finally bought out the tooling where it is still being produced today.

1982: A Buick convertible conversion was tried out by Automobili Intermeccanica, but only about six examples were built.

1982: Six Z-Jags (Jaguar XK-120

replicas) were built for Martin Levan of Coventry Classics in Southern California around this time.

1983: The last official project from Automobili Intermeccanica to date has been the Ferrarri 400 convertible conversion. Several were produced before the chief builder, Bill Zylar, left to form his own company (Euro-sport). This conversion is still available.

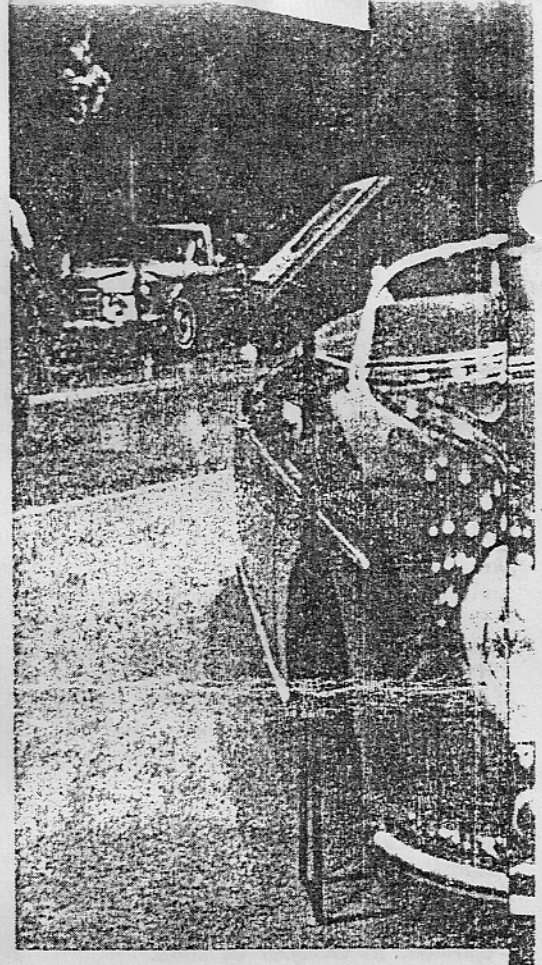
SUMMARY

Today, Frank Reisner is gearing up for a larger production in Vancouver, Canada.

Tony Baumgartner and Roy Hanson are not currently active with Automobili Intermeccanica, but Tony is talking of plans for the near future.

There is a national Intermeccanica Owners Club formed for the preservation of the earlier European coach-built cars.

And, of course, the famous Speedster is still available through Classic Motor Carriages in Florida. ●



A CONVERSATION WITH TONY BAUMGARTNER

HPC: "You're basically in car sales right now, right?"

TONY: "Yes, we have three dealers here in Irvine . . . we're a Mini-Mega dealer."

HPC: "Do you miss building specialty cars?"

TONY: "Oh, sure . . . I've been in car sales twenty years now. It gets in your blood. The best time I've had was with Intermeccanica. I'd work twenty hours a day and couldn't wait for more."

HPC: "In this magazine series we're finding many similarities between the type of people that have chosen to enter this field . . . similar experiences, too. Having done it successfully, do you have any words of advice to the new guys coming in?"

TONY: "It has been said that if you knew what was going to happen you wouldn't do it. The automobile business is a hard one because it is so regulated, and the chances of survival are remote. But I did it and I'm sure I'll do it again . . . but in a different way, as a secondary hobby where my total income doesn't depend on it. My experiences were pretty good, but I'll know more next time."

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business that would not be available elsewhere. . . . It's interesting to think that these few other people who have been in advertising positions relative to each other are probably the only ones on planet Earth who have walked in your shoes."

TONY: "That's right. A specialty car company happens only when you get a few semi-talented people in a room all aiming at the same direction . . . without regard to family, salary, or anything else. They all must make a bee-line towards that project . . . that's all you eat, drink, or sleep."

"That's why I say a failure can kill you. See what I mean about the ego involved in success and failure? You've invested more than just time and money. . . . And who says what project is good or not? In our system, the only people who can say whether a project is good or not, are the people who buy it. It could just be a matter of timing. Many excellent, excellent projects don't make it commercially. There is such a fine line between success and failure . . . and like it or not, that's the way it's done. . . ."

HPC: "Thanks, Tony."

"To directly answer your question about advice, the next time we're going to plan a *finish* to a project . . . we're going to have a start and a finish. Most people don't look at that. We will attempt to pre-sell dealers, build X-number of units, start . . . end . . . goodbye."

HPC: "That's about the best advice I've heard so far; the trouble does seem to come between projects. What should the newcomer be especially careful of? What things should he look for?"

TONY: "The hardest thing to find is customers. Don't rely on verbal response to your prototype. Everyone will swear they'd buy one if you made another . . . it never happens! When it comes time for people to write out a check they won't do it! Get cash customers lined up front. . . ."

"The biggest failure of people in this business is ego; especially if you have had a past success based on instinct. It's very hard to accept that a project that you love so much could be a flop commercially."

HPC: "It might be interesting sometime to do a round table discussion between you, Bill Davis, Bruce

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Automobili Intermeccanica®

Call or write:

1924 COMPTON AVE., LA, CA 90011
Hanson

November 25, 1990

To: Curt Scott - Specialty Cars

From: Art Stahl - Az Kit Car Club

Some months ago I wrote to you seeking information on the Squire SS-100, a very good copy of the '37 Jaguar SS-100. You wrote back and said your computer had no data on this car.

By the way, many thanks for that response. About two thirds of the folks I contact do NOT respond.

Have been very busy since that time period. Mike Baranowski at PKC printed my request for information about the car and of all places, a fellow in Melbourne, Australia responded and sent me a nine page article from a Nov/Dec '86 issue of Hi-Performance Cars that detailed the history of a firm named Intermeccanica International. That firm had produced fifty of the Squires in Italy and all of them were shipped and sold in the USA. They had relocated to Canada but the address and phone we had, 306 Industrial Ave., Vancouver, BC is having the mail returned and the phone is disconnected. If you have anything recent we would appreciate getting it.

Anyhow, that's the history of the Squire SS-100 if anyone else asks. By placing an add in Hemmings Motor News I have found six of the other owners and we have formed a national owners club and are looking for other owners.

Have a very small request. In your used kit car bulletin you use some really nifty line drawings of classic sports cars. Is it possible you have a drawing of the 1937-39 Jaguar SS-100 that we could use on our letterhead for the Squire SS-100 Club? We would be delighted to acknowledge the source.

Thaks again, Curt.

Art Stahl
11826 S. 51st. Street
Phoenix, AZ 85044
602+893-9451



The Complete Guide to Specialty Cars

P.O. Box 4397
Glendale, California 91222
(818) 244-5007

Sat, Dec 1, 1990

Art Stahl
11826 S. 51st Street
Phoenix, AZ 85044

Dear Art:

I had no idea that Intermeccanica had ever had any involvement in your *Squire* Jag! What a surprise! What a further surprise that your mail was returned! In our opinion, about the only postal service that's more *wretched* than our own is Canada's (and I'm not jesting... I say that from our own business experience). Intermeccanica's still there in Vancouver, only at another address, to wit:

Frank (& Paula) Reisner (designers, proprietors, etc.)
Intermeccanica International Inc.
3083 Grandview Highway,
Vancouver, BC, Canada V5M 2E4
phone (604) 430-2323, FAX 430-2073

The above address, phone and FAX numbers are all current. In fact, we'll be featuring their magnificent (*really* magnificent) Intermeccanica Porsche *Roadster RS* replica in our next (7th) Edition. It's one of the best-executed and most rock-solid replicars on the market, so I've no doubt that your *Squire* falls into the same qualitative category. Their *Roadster RS* isn't a kit *per se*, but they do sell it in full-assembled-and-wired pallet form, requiring only the VW componentry.

Regarding a drawing of a jag SS-100, we don't have one, but our artist is not only expert at drawing cars in general... he's also the owner/builder of a Classic Roadsters *Duke*... a replica (sort of) of the SS100. His name's Gordon Ross, and he's at 2515 Yonna St., Klamath Falls, OR, 97601, phone (home) (503) 883-2829, (biz) 882-3545. Not only is he capable of exquisite line art of vintage cars, his charges are *extremely* reasonable... partly because it's a labor of love. He'll do a very nice line drawing for you for probably around \$30 or \$40—and you not likely to beat either the quality or the price.

Sincerely,

Curt Scott, Publisher
Crown Publishing Company, Inc.

SENT COPY TO WAYNE SCHEER 12-3-90

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