

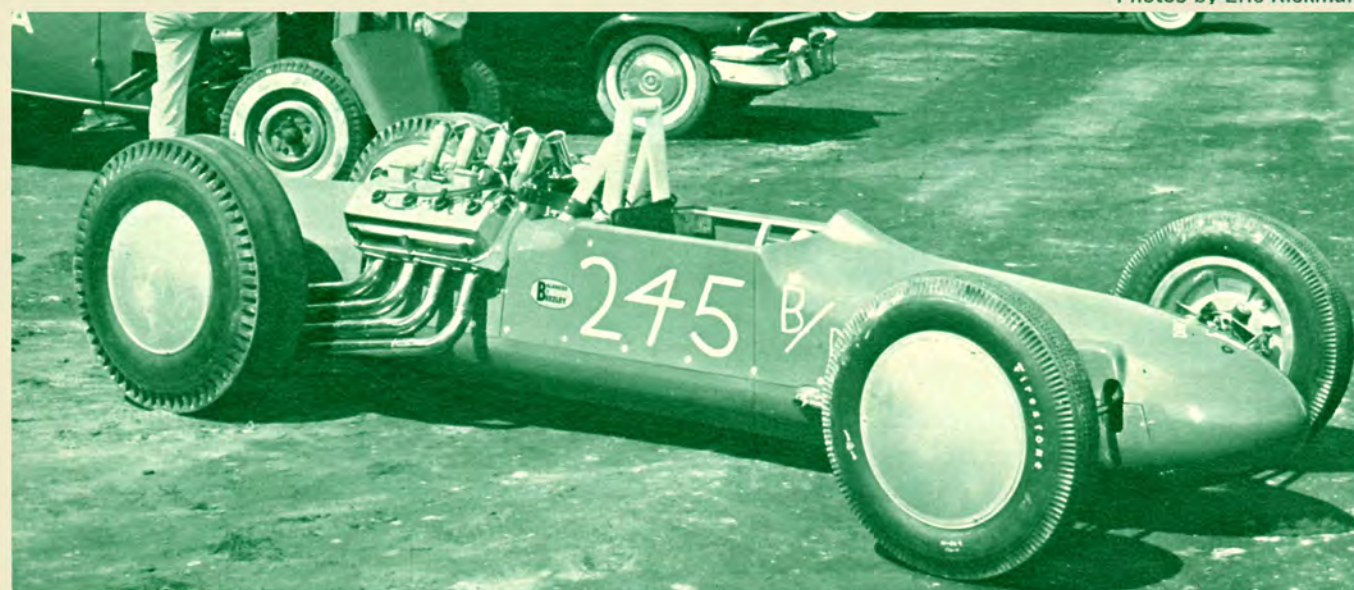
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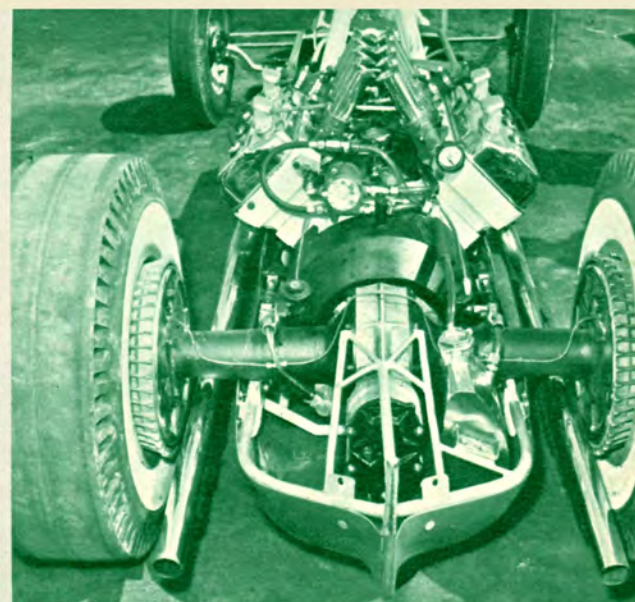
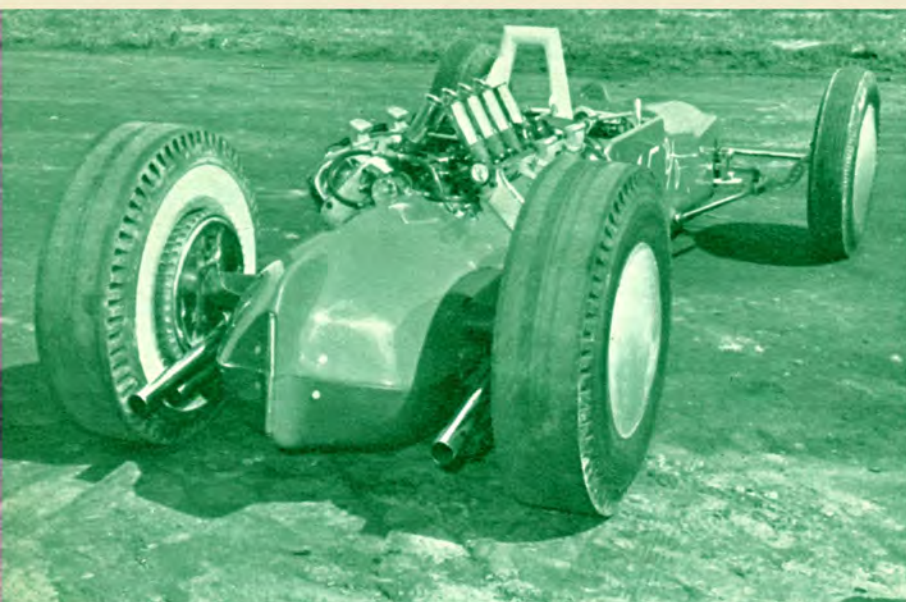
Memphis, Tennessee

A sleek red slipster and 354 inches of Chrysler campaign for Jack Friend and Tennessee

Photos by Eric Rickman

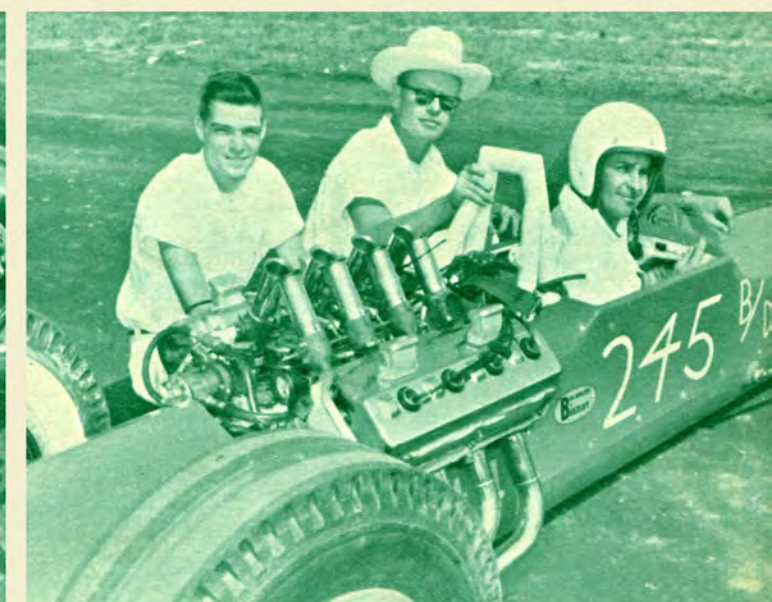
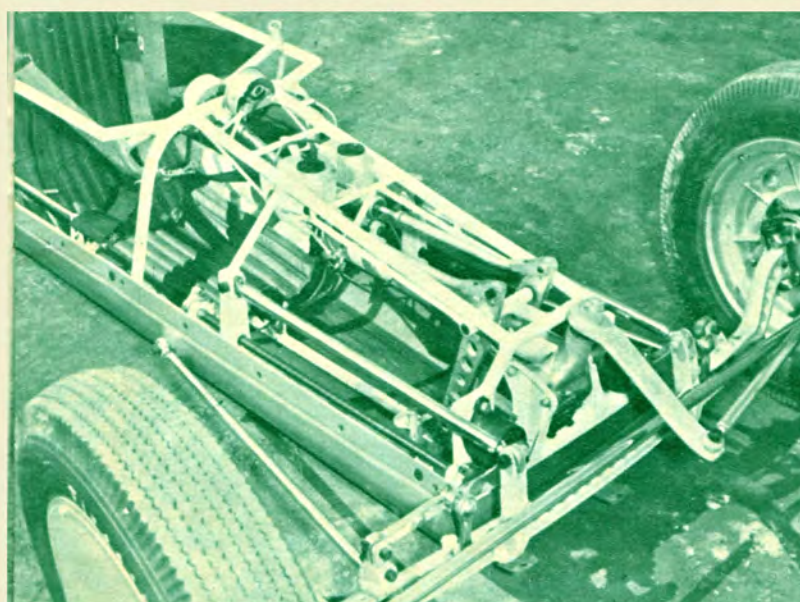
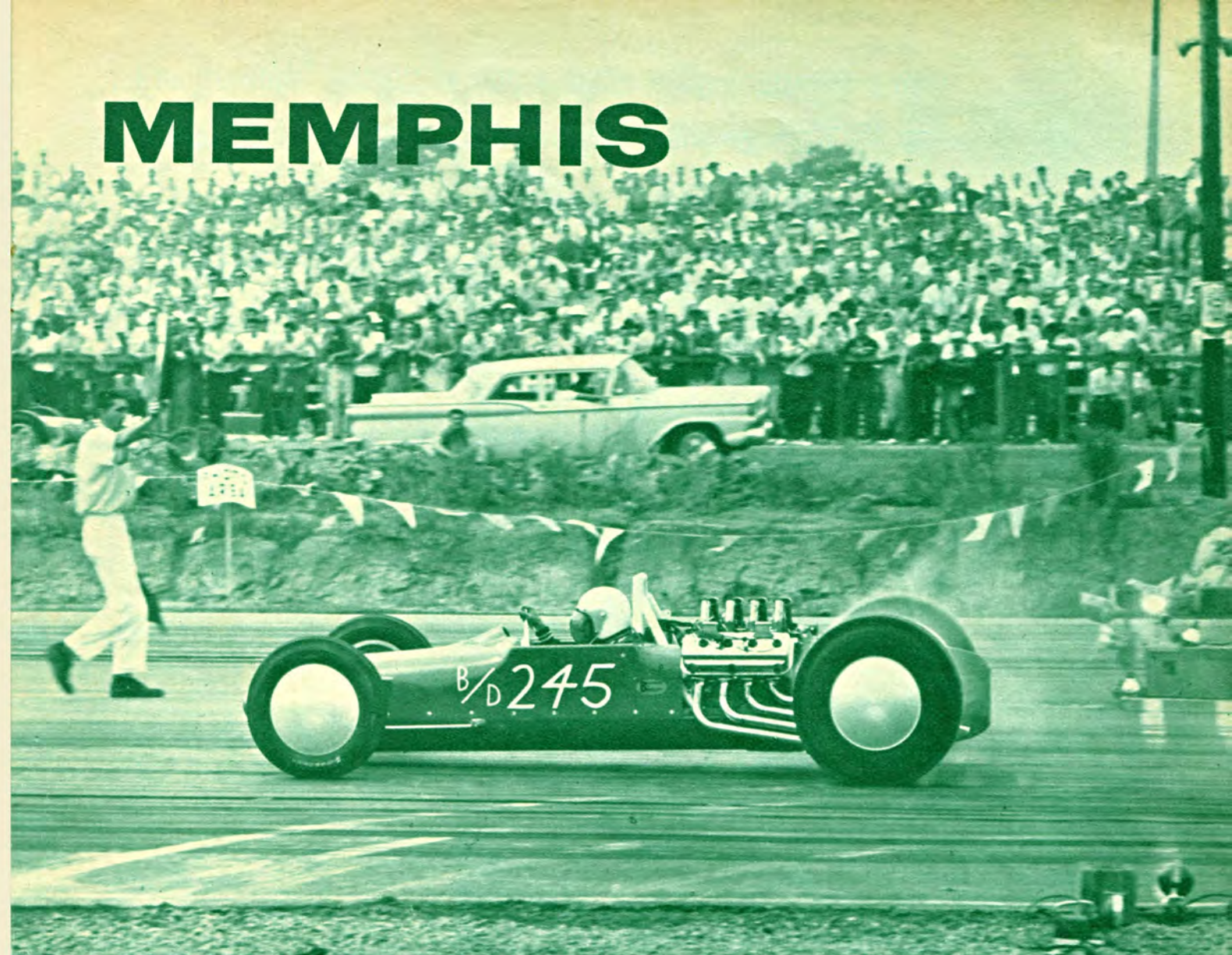


ABOVE — A measurement of 104 inches exists between the front and rear wheels with the driving compartment placed right in the middle. Very low slung, the rear engine speedster has fiberglass body panels painted a brilliant red acrylic lacquer. **FAR RIGHT** — Underway at the '60 Nationals in Detroit the little red riding rail looks a great deal like a Formula road racing car. The team had some traction problems but still posted some respectable B/D times. Note the full belly pan.



ABOVE LEFT — Tread widths come out at 56 inches front and 48 inches rear. Firestone slicks and Halibrand magnesium alloy wheels hold their own at the back. Body panels are held in place by dzus fasteners, end in a neat vertical push bar. **ABOVE RIGHT** — Removal of upper rear body skin reveals the business department. Buick brakes have been adapted to the narrowed Ford rear end centered with Halibrand quick-change. 1/4-inch steel 360-degree scattershield covers Chrysler flywheel.

MEMPHIS



ABOVE LEFT — Lots of work went into this car, as exemplified by tubing formers, torsion bar suspension, '46 Ford steering turned upside down, drilled dropped axle. Four individual radius rods are used along with Houdaille type lever shocks. **ABOVE RIGHT** — The firm of Jack Friend, George Root, David Maynard and Don Ashton lists its affiliation with the Memphis Rodders club. '53 Chrysler has 354 inches, a Potvin cam, Forgedtrue pistons, Hilborn injectors and fire by Vertex mag.

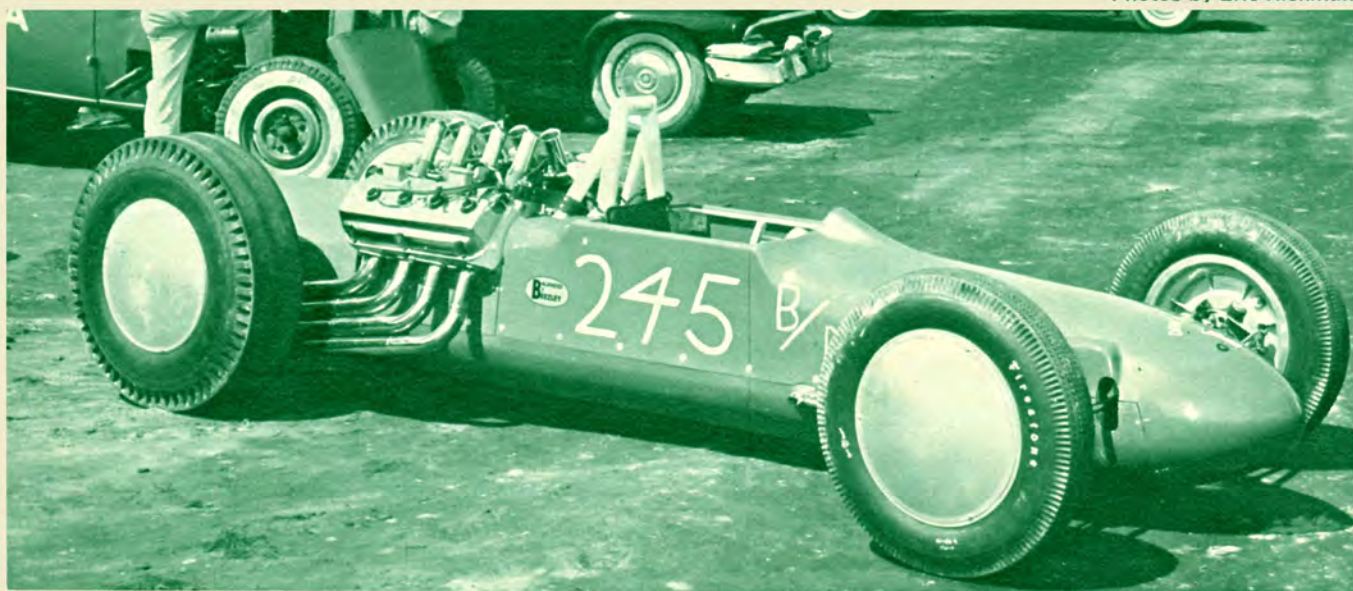
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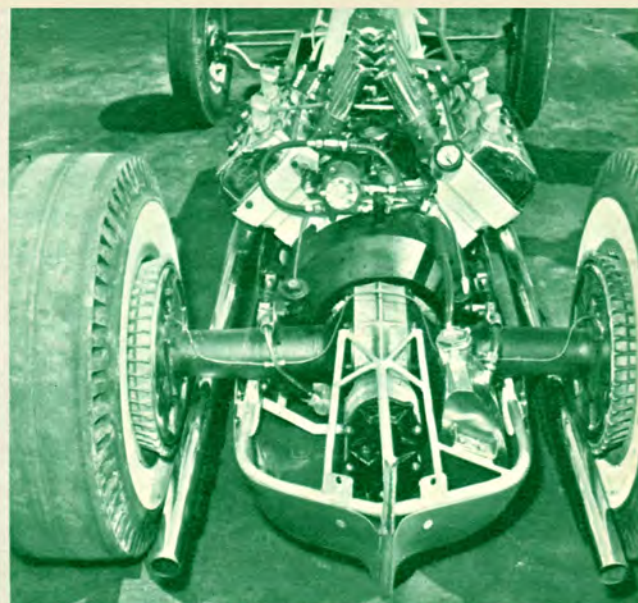
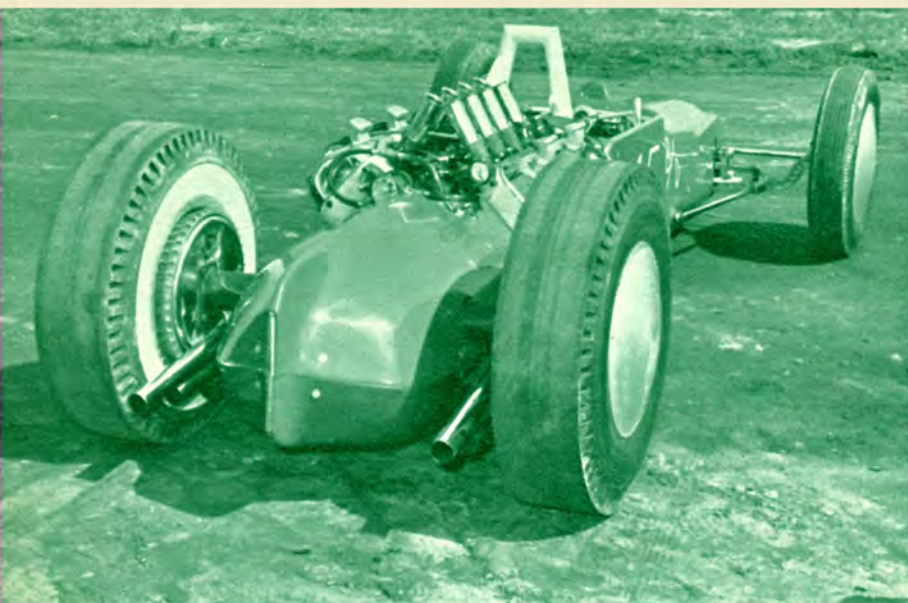
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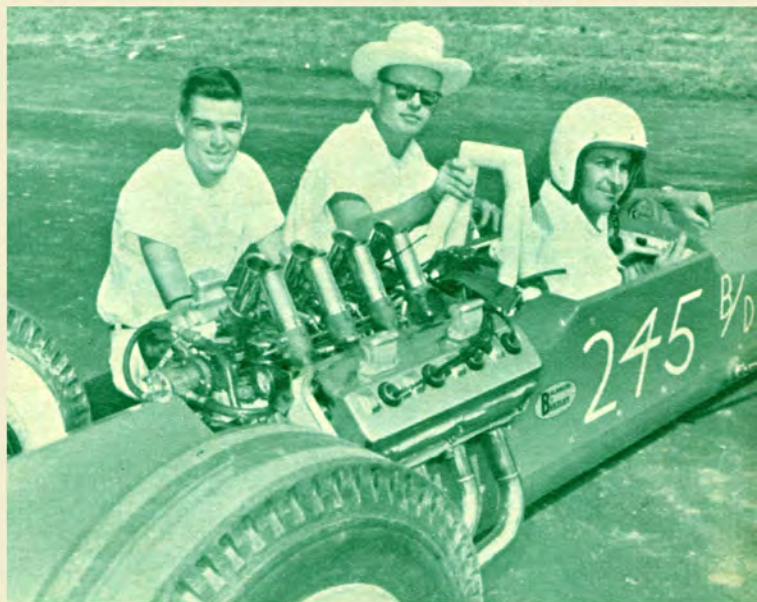
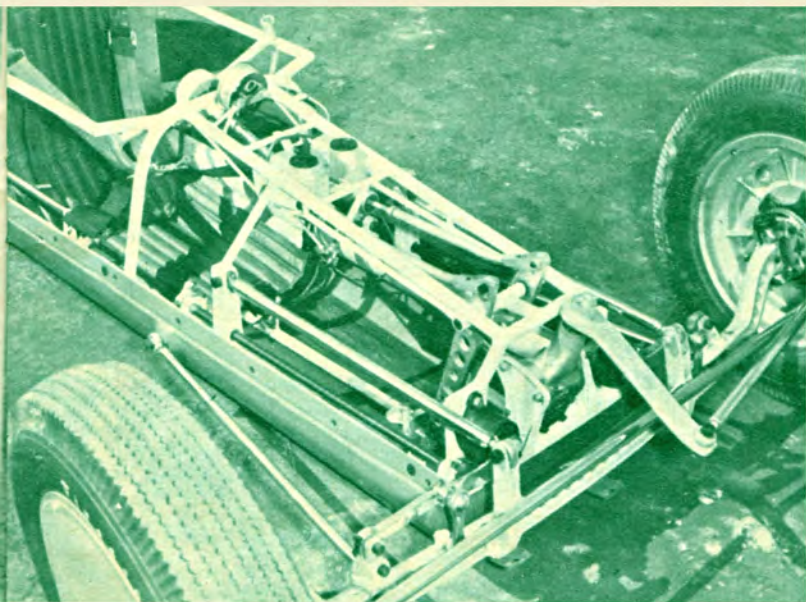


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