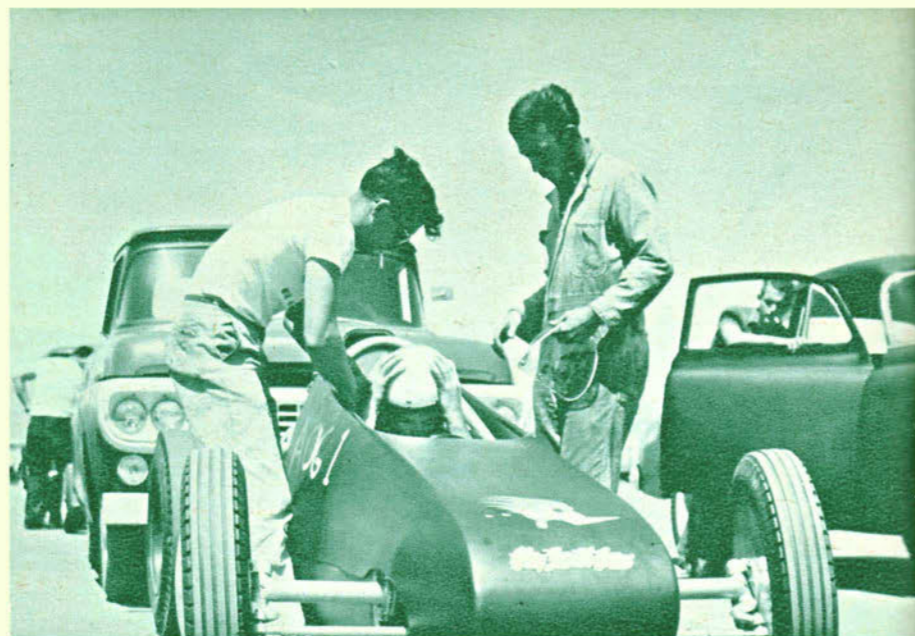
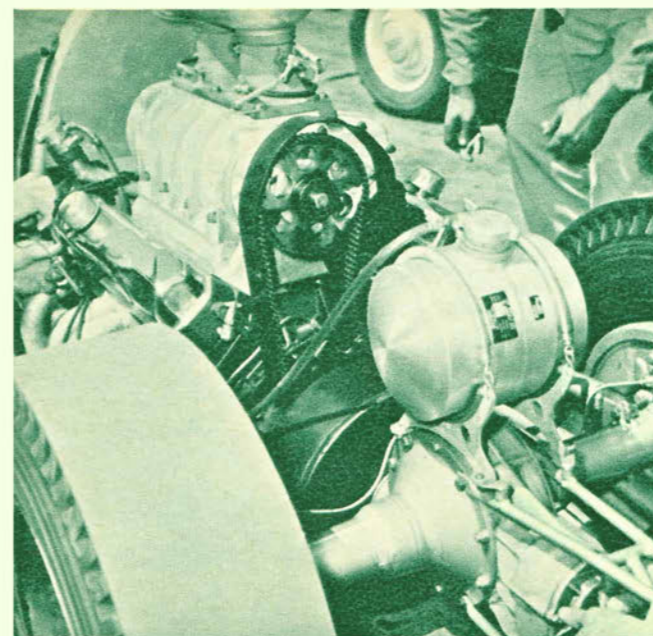


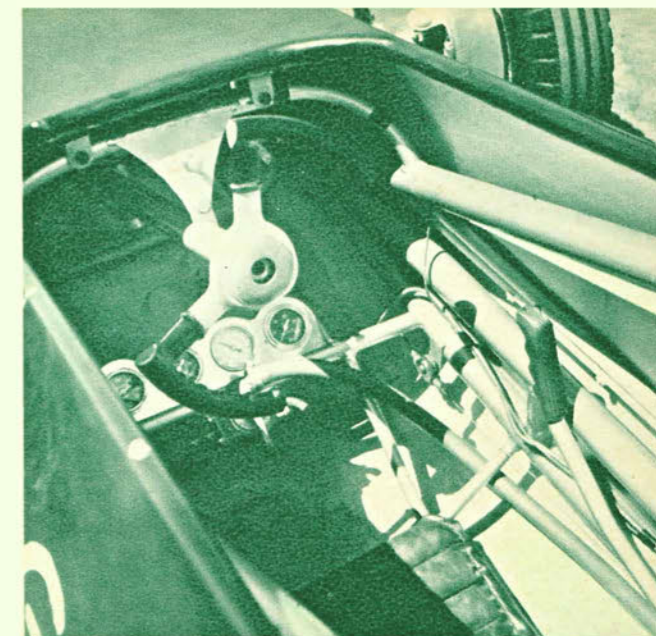
Dave Marr and Harold Carruthers have their own ideas about how to build a high-speed quarter miler, one approach being the . . .



Driver, engine builder and co-owner Dave Marr is nearly out of sight as he prepares for a run. First time out, car turned 139.94 with a 10.06 e.t. In a month they were up to 149.25. Weight of this car is just under 1600 pounds.



The engine is virtually in unit with the Ford differential via a slip spline that connects to the pinion shaft. The Halibrand quick change has 3.78:1 gears; Moon tank is on center section.



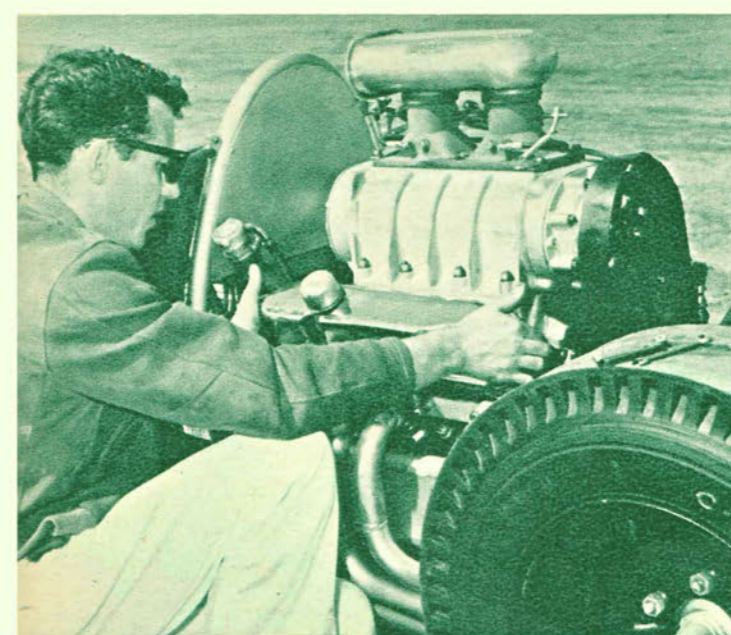
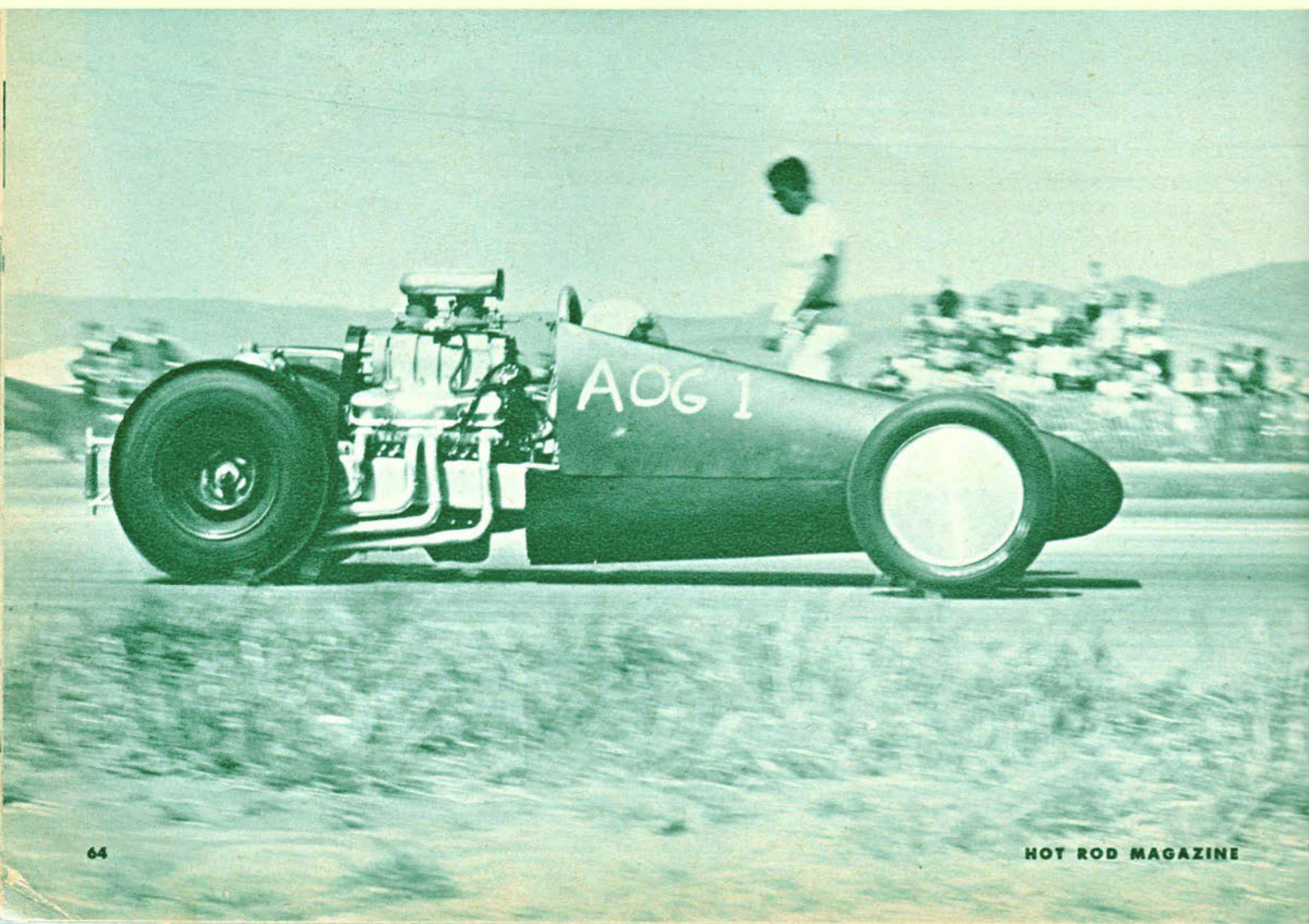
Cockpit view shows simple arrangement of tubing used in space-type frame. Instruments are a bit low for easy vision. Large hose leads to fuel shut-off; cable at right is to throttle pedal.

HANDLER UP FRONT



Sacramento, California

Photos by Pete Biro



ABOVE — Lynn Carruthers replaces a valve cover after checking clearances. Hilborn injectors supply fuel and air to the GMC 6-71 blower via a Weiland intake manifold. Blower is chain driven off the rear of the crank. Crew made their own drive assembly.

LEFT — Action profile shows that the aluminum body is only half completed. Plans are to build a tail section with a stabilizing fin. The car took a year and slightly less than \$3000 to build.

RIGHT — The '59 Chrysler has stock bore and stroke, stock valves with dual springs, 7.5:1 compression. Cam is Clay Smith, pistons are Jahns; ignition is a Scintilla Vertex mag, Lodge plugs.

