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ROAD TOUR '37 BUILD-UP BEGINS

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A KIII PUBLICATION

Rumor has it Jack Merrill has been into rodding since before he could walk. Now, that's only a rumor, but we do know for sure that he spent his early years piloting one pretty hot Deuce. Jack owned his original '32 all through his high school years. In fact, he drove it right up until he was pressed into service for good old Uncle Sam (at which time he sold the car).

After his hitch in the service came a career and a family. A few years later, when his son became old enough, the pair got into racing midgets. And after a few years, midgets became Formula Vs, then off-road racers. Well, the years flew by, and Jack decided it was time to build himself another street rod. It had to be another Deuce, but one that was a bit more high-tech than the one he drove during his high school days, to say the least.

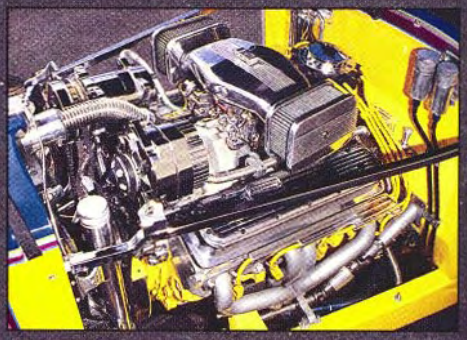
Shortly after his decision to build another '32 he saw one of Jerry Kugel's Speedsters, and his mind was instantly made up: His next car would be a Speedster. There was no doubt about it! He called up Kugel Komponents, and the rest is — how they say? — history.

The foundation for Jack's Speedster is a completely custom-fabricated Kugel chassis that has been pinched and outfitted with the latest cutting-edge suspension. Up front resides one of Kugel's fully polished IFS systems, complete with coilovers. Out back, you'll find a state-of-the-art independent rear suspension setup that has been

Jack chose a two-tone paint scheme using a combination of a custom-mixed PPG blue and yellow. An orange fade and silver and magenta striping further enhance the Speedster's stretched body lines. Its super-trick Colorado Custom billet wheels were the perfect choice, and add the crowning touch to an already impressive rod.

Yards of glove-soft blue leather grace the cockpit of the Speedster. Its flawlessly stitched upholstery (by Eddie Potestio), combined with the roadster's Diamond Aerosports-sculpted interior panels and myriad of creature comforts, makes driving the '32 a pleasure.

This view showcases the Speedster's cutting-edge Kugel Komponents IRS setup. These rearend/suspension combinations not only perform flawlessly, but look like a million bucks, too!



An extremely healthy ZZ3 Chevrolet crate motor equipped with an Edelbrock Victor Junior intake manifold and four-barrel, a Mallory ignition system, and a pair of owner-fabricated headers was dropped between the framerails of the roadster's Kugel chassis. The powerplant was then backed by an equally trick, Lokar-shifted, TH350 automatic to transfer its horsepower rearward.

polished, as well. Hurst Airheart disc brakes are used on all four corners, and nestled behind a set of Michelin tires mounted on some extremely aggressive-looking Colorado Custom billet wheels.

Motorvation for the Speedster is supplied by an extremely powerful Chevrolet ZZ3 crate motor. The small-block has been outfitted with a polished Edelbrock intake, and finned valve covers. A B&M air cleaner sits atop the Edelbrock four-barrel, and a Mallory ignition provides the spark that ignites the incoming mixture. Once burned, that mixture exits the engine through a set of owner-fabricated headers hooked to a polished, stainless exhaust system. Backing up the healthy mouse motor is an equally trick, Lokar-shifted, TH350 automatic.

The Kugel Speedster by Zipper glass body has been treated to some flawless prep and paint work by Mitch Diamond. Mitch sprayed the custom-mixed PPG blue, yellow, and orange finish, and then topped it off with some silver and magenta striping.

On the inside, Jack's roadster has been treated with the same attention to detail as the rest of the car, and is filled with yards of supple blue leather stitched by Eddie Potestio. A full complement of Dakota Digital gauges, a Vintage Air unit, and a premium Bose sound system round out its creature comforts, and make Jack's Speedster as much a pleasure to drive as it is to look at! SRM ▶

JACK MERRILL'S REENTRY INTO RODDING

Colorado Cool

TEXT BY JIM RIZZO
PHOTOS BY DARRELL MAYABB

A far cry from his original '32, Jack's cutting-edge Speedster is a perfect example of a state-of-the-art street rod.

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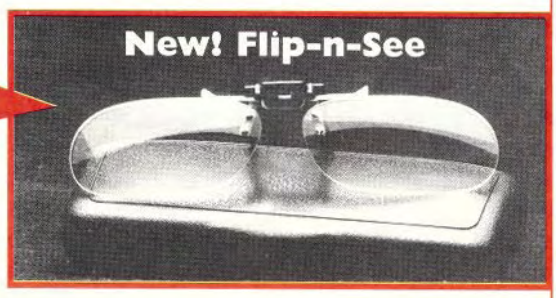

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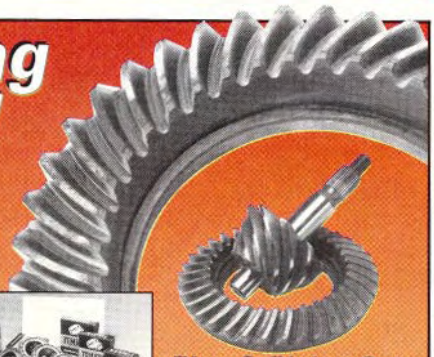

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FACTS & FIGURES

JACK MERRILL

Pueblo, Colorado
1932 Ford roadster

CHASSIS

Frame / Manufacturer	custom / Kugel Komponents
Wheelbase	106"
Modifications	pinched 2", lengthened 6"
Rear end	Kugel Komponents
Rear suspension	Kugel Komponents IRS, Kugel coilovers
Rear brakes	Hurst Airheart disc
Front suspension	Kugel Komponents IFS, Kugel coilovers
Front brakes	Hurst Airheart disc
Steering rack	TRW
Front wheel make / Size	Colorado Custom / 16 x 7
Rear wheel make / Size	Colorado Custom / 17 x 13
Front tire make / Size	Michelin / 205/40 R16
Rear tire make / Size	Michelin / 335/40 R17
Other chassis items	tubular crossmembers

ENGINE

Year and make	'94 Chevrolet ZZ3
Displacement	350ci
Camshaft	GM high-performance
Cooling fan	electric
Heads	GM high-performance
Valve covers	Edelbrock
Manifold / Induction	Edelbrock / Edelbrock
Ignition / Wires	Mallory / Mallory
Headers	owner-fabricated
Exhaust	stainless

TRANSMISSION

Year and make	'94 Chevrolet TH350
Converter	B&M
Shifter	Lokar

BODY

Body style / Material	roadster / fiberglass
Body manufacturer	Kugel Speedster by Zipper
Body mods	Kugel Speedster design
Hood	Kugel
Grille	Deuce
Bodywork by	Mitch Diamond, Diamond Aerosports, Pueblo, CO
Paint type / Color	PPG / blue, yellow, orange
Painter	Mitch Diamond, Diamond Aerosports
Pinstriping	Mitch Diamond
Headlights / Taillights	King Bee / custom

INTERIOR

Dashboard	custom, Mitch Diamond
Gauges	Dakota Digital
Stereo / Speakers	Bose / Bose
Air conditioning	Vintage Air
Wiring	Ron Francis
Steering wheel	Colorado Custom
Seats	owner-fabricated
Upholstery by	Eddie Potestio, Pueblo, CO
Material / Color	leather / blue