

The Close Of The 2018-2019 ISCA Grand Champion Finals Season It Was Anything but Predictable

By Chris Shelton

Stanley Cup. World series. Super Bowl. Every sanctioned competitive endeavor—be it basketball, hockey, boxing, or even rabbit jumping (it's a real thing—look it up) has an organization behind it that chooses champions based on eliminations, a points system or both. And the show-car world is no different. Each year since 1962 the International Show Car Association judges whittle a field of vehicles to the ones that best represent five categories: Custom, Rod, Truck, Restored and Street



Machine Competition. Then it picks one of those to represent the state-of-the-art in show-car technology and practice. The ISCA Championship Finals season technically begins as outdoor show season winds down—usually early autumn—and continues to the end of winter and picks back up after summer. But indoor events are more than a bookend that fills the period between outdoor event seasons. Indoor car shows have defined a large part of the social-com-



Greg Hrehovcsik & Johnny Martin
Alamosa, CO
1957 Chevrolet
150 Sport Sedan
Custom category
(Radical Hardtop class) and ISCA
2018-2019 Grand Champion

When Silver Turns Gold: Imagine If Chevrolet Went Retro!

They say it takes a village to raise a child. Well it took practically an industry to build the masterpiece finished by Johnny Martin Auto Trim Shop. That the job moved in fits and starts is understandable; though it began as a '57 Chevy and though it's recognizable as one, only about 6 square feet of 1957 remains in "Imagine." It's as if—and this is by no accident—Chevrolet tooled up to build the '57 Chevy the way it did with the current Camaro. Naturally the hand-built body sits on an entirely custom molded

chassis. It rides on a suspension derived from the Corvette design, with false ball joints that conceal the pivot points. Nelson Racing Engines built the twin-turbocharged, 515-inch big-block engine. Though Imagine left several owners and builders in near financial ruin, builder Johnny Martin put a good deal of assets in hock to finish the project. "I got to thinking of the army of people who were involved in this project," he says. "Well if this thing never gets finished, it's good for nobody."

petitive world of automotive events. In fact, until indoor events became a thing, "car shows" were little more than casual gatherings of like-minded friends. Now whenever anybody gathers in a space, it's partly to compete. And sometimes that competition involves money—this year's total cash purse amounted to \$85,000. And organizations like ISCA are responsible for that. The indoor car-show series is more than a hobby; it's a bona-fide business. The Championship Finals part of ISCA's circuit happens at the Chicago Autorama—or more formally known as the O'Reilly Auto Parts World of Wheels Presented by South Oak Dodge Chrysler Jeep. This year it landed on the weekend of March 7 to 9. The rules are pretty simple: a vehicle must win either "Outstanding in Category" or "Best in Category" in at least four shows. What's more, it must accumulate at least four or more credits. The organization grants these credits when a vehicle wins awards for detail, engi-

neered, undercarriage, paint, engine or interior. The competition is intense. You'd think the vehicle that wins the "Don Ridler Memorial Award," basically the top dog in the ISCA sphere chosen at the Detroit Autorama just before the Chicago event, would win the top prize. But that's not necessarily the case. In fact last year's Ridler winner got beat by a pickup that an amateur built almost entirely by himself in his home garage. But this year, last year's Ridler winner—the '57 Chevy co-owned by Greg Hrehovcsik and Johnny Martin and finished by Martin's shop—won the Championship. And last year's Champion, Richard and Lynn Broyles actually won their division this year. But enough about the event mechanics. Here's a brief profile of each of the five winners. If you'd like to know more about what it takes to participate in the ISCA show circuit (there are DOZENS of categories, probably one for a vehicle you already own) visit www.theisca.com.

Loy McDonald
Weatherford, TX
1954 Chevrolet pickup
Street Machine
Truck/Comp category
(Street Machine
Truck class)



Show Cars: The Affordable Counterpart To Racecars

If anyone built it, chances are Loy McDonald raced it. But a funny thing happened to him on the way to the racetrack: he noticed show cars. You could say he recognized it in the '54 Chevy pickup that he and Dusty Applegate were building. It seemed almost foolish to not go that extra step and make it show-worthy. But this is a brawler at heart. A monster 14-71 Mooneyham supercharger jams several engines worth of air into a 604-inch aluminum block. It ticks the race-car boxes: TH400 with a trans-brake, manual

valve body, and reverse shift gate and a 9 1/2-inch Ford rear with a locking gear carrier and 40-spline shafts. Loy didn't like the work that another painter did so he made a makeshift booth in his home workshop and repainted a large part of the truck himself. About the only thing Loy and Dusty didn't do was the interior (Frank Collins Upholstery outside of Fort Worth did that). "It started out as a drag truck—in fact we built it to participate in the Street Outlaws (reality show)," Loy says. "But racing is way too expensive."



Jeep Compton
Lufkin, TX
1964 Ford Fairlane
Restored category
(Restored '58-'67 class)

More Than Meets The Eye: If Only They Made X-Ray Specs

If there's anything more cliché than the airport running scene at the end of every romantic comedy it's this: the recently purchased car that turned out to be a turkey upon closer inspection. "It was advertised as having no Bondo, which it didn't," Jeep admits. "But someone had filled in some rusty areas with this clear material. I still don't know what it was." But it really didn't matter to Compton. The party piece to the '64 Fairlane Sport Coupe was the numbers-matching K-code 289, four-speed and

Galaxie Appearance Package. It's a combination that make it one of purportedly 94 made and possibly one of fewer than 10 that remain. He treated the car to the rotisserie restoration that it deserved, finishing it to a standard that would've made its designers blush as deep as the Rangoon Red finish that it wears. Equally impressive is the timeline: short of two years from start to finish, which Jeep actually calls a fairly long time (among the dozens he's restored, five won two championships).

Richard & Lynn Broyles

Jonesborough, TN

1941 Ford

Rod category
(Radical Custom Rod
Pickup class)



Everyman's Elegance: There's No Place Like Home...To Build A Car

It's almost a given that a pro shop would build a car from scratch. But when someone like you or me knocks one out of the park with a hand-built creation built in a home garage, we take notice. "I started with four fenders and a hood," Richard Broyles says. He literally built the rest from raw materials, like the frame made from 2x4 tube that he "ovalized" with round tube. He did use a Mazda Miata retractable hardtop but only for the internal structure. "Why go through all that engineering?"

he asks. That top retracts into the bed, which of course he made too. The secret to his success? "I was a maintenance supervisor," he says. "And I built a few cars over the years." As noted earlier, this isn't Richard and Lynn's first Championship win—they took the whole shootin' match last year. The car also made Great Eight at its debut at the 2016 Detroit Autorama. The takeaway: here's a multiple Championship winner built by a hobbyist like us. If he can do it, why can't you?

Ron Dawson

Stoney Creek, Ontario

1953 Mercury M100

Truck category
(Radical Pickup class)



Respect Your Elders: Two Decades Of Championship Wins

The show-car circuit is remarkably good to old-timers (take that however you will). Annual modifications can keep an entry relevant for years. But Ron Dawson pushed through the envelope: his championship winner remains almost exactly as it was when first built in 1999. He bought the truck in 2011, but had followed it since the late ISCA judge/director Duke Brown finished it for Jeff Jericka. Ron drew upon his 34-year career as an ISCA competitor to bring the car to its current standards including—and we're not pulling your leg—color-sanding the underside of the floors and re-

polishing the aluminum. Ron is more than happy to give the credit to Brown. Brown fitted the Horton's Hot Rod chassis with a '60s vintage 302 that got a 5.0 EFI system. He painted the topside Prowler Purple and the bottom-side a tinted variation of the color. Wayne Edwards Interior in Newmarket trimmed everything in a combination of white and purple leather. And it's all faithful to the period, literally down to the Weld wheels. "If you're gonna play this game..." Ron observes, "...it's better to buy a built one and let someone else go through all the pain."

Ridetech's New R-Joint Receives U.S. Patent

Ridetech's exclusive new R-Joint rod ends received U.S. Patent #10,174,789 B1 on January 8, 2019. The revolutionary design offers low friction movement, full range articulation, quiet operation and long service life. The R-joints are made up of a RTX10 composite cage utilizing a spring-loaded retention system that works in concert



with a 17-4 stainless steel housing with rolled threads and stainless steel ball. The joints articulate in three planes with 360-degree axial rotation and 30 degrees of total lateral rotation. Also available as weld-on spherical bearings R-Joint rod ends are equally at home on the street and on the racetrack! Special RTX10 composite compound needs no lubrication and the self-cleaning design is not affected by any water, grit, dirt or debris. R-Joints resolve common issues associated with rubber and polyurethane bushings as well as all-metal rod ends.

