



THE MCC-10

■ Finish Line Speed Shop Builds
to Give Back

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YOU COULD MAKE THE ARGUMENT THAT ALL OF US SHOULD GIVE BACK TO OUR COMMUNITIES, EVEN IF IT'S JUST A LITTLE BIT. Most of us would like to, but the execution sometimes goes by the wayside. How can we contribute? What can we do that can make a difference? In the case of Lyon and Jennifer McClenahan, owners of Finish Line Speed Shop in Bremerton, Washington, the answer was simple: build a car. But wait, this is *Street Trucks*, right? Don't worry, we'll get there.

“THEY HEARD THE STORY OF STEVE CONNOR, A DISABLED VETERAN WHO DREAMED OF BUILDING A '67 DODGE DART, SO THE COUPLE WORKED THEIR MAGIC AND MADE IT HAPPEN. **THEY BUILT A KILLER CAR, DEBUTED IT AT THE 2015 SEMA SHOW, AND THEN GAVE IT TO STEVE.**”



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Back in 2015, the husband-and-wife team decided that they wanted to build a charity car for the SEMA show. They heard the story of Steve Connor, a disabled veteran who dreamed of building a '67 Dodge Dart, so the couple worked their magic and made it happen. They built a killer car, debuted it at the 2015 SEMA show, and then gave it to Steve. Everybody was happy, and they had a great time doing the build. Lyon noted that the process restored their faith in humanity.

One of the builders on that car, Mark Cain, suffered from ALS. For the uninitiated, "ALS" stands for "amyotrophic lateral sclerosis," but it's more often referred to as Lou Gehrig's disease, after the famous baseball player who suffered from the condition. It's a 100% fatal disease, with no known cure. So when Mark was diagnosed, he knew the end result; nevertheless, he pressed forward. He built the headers for the Dart, and just a few weeks after the show, he succumbed to his illness.



The idea to build something in Mark's honor didn't come right away. Lyon needed time to process what happened, and building a SEMA truck is no small feat, particularly if you're starting from scratch. But the team decided that doing it again would be a good experience for everyone involved, so they reached out to some of their sponsors from the Dart project to see if anyone was interested. The positive feedback was tremendous, and Lyon soon realized that he could make it happen. That's when the plans for the MC-10 were set in motion.



THE INTERIOR IS STOCK, WITH JUST A TOUCH OF CUSTOM, LIKE THE STEERING WHEEL, PAINTED DOOR PANELS AND SUEDE INSERTS ON THE STOCK SEAT.



THE 5.3L LS V-8 FOUND IN THE TRUCK CAME FROM A 2006 CHEVY, AND IT RUNS JUST AS RELIABLY AS YOU'D EXPECT.

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There are a lot of square-body trucks out there, as Lyon is well aware. But for the past few years, he's had a '75 long bed with 75,000 original miles. He had tentative plans to make it a short-bed and drop an LS engine under the hood. Now it would be the basis for the new project, but Lyon still wanted to do something different. It was important that the stance was right, and the proper motor was a significant requirement. But there were other things that they had to do to stand out; he just had to figure out what they were.

By the time the job was done, there were two major things that put this truck in a class of its own. First, the trim was color flipped. If you look inside the body moldings, instead of being black on the inside with chrome on the outside, it's the exact opposite. The remaining trim that was chrome has also been blacked out to maintain the theme throughout. It's a nice touch that's both subtle and impactful.

The second is inside the bed. When you lay out a truck, you either have to raise the bed floor to cover the notch, or cut out the bed so that the frame can come up through it. In this case, Lyon and his team did both. They raised the bed floor to help, but they wanted to retain access to the chassis in case they had to make repairs. The resulting fix was a stroke of genius that came to fruition just two weeks before the 2016 SEMA Show.



A TRIO OF KICKER 8-INCH L7 SQUARE (NATURALLY) SUBWOOFERS IS TUCKED BEHIND THE FACTORY BENCH AND PROVIDES THE BOOM.

TRUCK SPECS

OWNERS

Lyon and Jennifer McClenahan
1975 Chevrolet C-10
Bremerton, WA

ENGINE

- Finish Line Speed Shop, Bremerton, WA
- 2006 5.3i Chevrolet LS V-8
- 2007 4L65E automatic transmission
- Mishimoto LS dual pass radiator
- Porterbuilt Fab motor mounts
- Hedman C-10 LS swap headers
- Black Widow dual exhaust with polished mufflers
- DC Power, Inc. polished aluminum 270-amp XP alternator with billet rear frame
- Mishimoto electric fans with shroud
- Airaid U-build it cold air intake and air filter
- Poweraid throttle body spacer
- Vintage Air AC compressor relocation brackets
- Russell Performance hoses
- Painless Performance LS standalone harness
- Painless Performance chassis harness
- Eddie Motorsports billet hinges
- MSD Ignition coils
- Stage 8 locking header bolts
- Russell Performance plumbing
- Driven Racing oil
- Ididit steering column shifter cable kit
- Energy Suspension motor mounts
- Tanks, Inc. gas tank from Summit Racing
- POR-15 black engine paint
- 12-bolt Chevrolet axle
- 3.73 rear gears
- Eaton Detroit Truetrac differential

CHASSIS & SUSPENSION

- Finish Line Speed Shop, Bremerton, WA
- Porterbuilt Fab Level 3 front Dropmember
- CPP Modular 2.5-inch drop spindles from Summit Racing
- Dominator 2600 front airbags from Summit Racing
- Porterbuilt Fab 1-inch narrowed control arms
- RS502 QA1 adjustable front shocks
- Porterbuilt Fab Level 3 rear Dropmember
- Porterbuilt Fab rear bridge with inboard 'bag mounts
- Porterbuilt Fab 4-link
- F9000 rear airbags from Summit Racing
- RS504 QA1 adjustable rear shocks
- AccuAir Switch Speed air management system with ENDO-VT
- Two VIAIR 444 Stealth black air compressors
- Master Power Brakes Pro Driver series 13-inch front rotors with four-piston calipers and 12-inch rear rotors with four-piston calipers
- Master Power Brakes vacuum power booster

WHEELS & TIRES

- 122x9 Centerline California Smoothie wheels from Summit Racing
- House of Kolor Blood-Orange-painted centers with polished lips
- #CapClips clips for 1975 ¾-ton 12-inch hub caps
- 265/35R22 and 285/35R22 Toyo Proxes STII

BODY & PAINT

- Finish Line Speed Shop, Bremerton, WA
- Painted by Jeff Rider at Details Details, Bremerton, WA
- House of Kolor BC26 White with Ice White Pearl
- House of Kolor S2-LED3 Limited Edition Blood Orange over KD3004 Red Sealer
- House of Kolor Red, White and Black pinstriping by Ron Wall at Off the Wall Creations
- Brothers Truck Parts paintable front and rear bumpers, painted black
- Brothers Truck Parts door handles, painted black
- All trim, bolts and grille blacked out with brushed inserts
- Slosh Tubz inner fenders and fillers
- Raised stock bed floor
- Custom notch cover made from two 1973-80 truck hoods and original latch assembly
- Custom cut-out for accessing and viewing the suspension
- United Pacific LED headlights
- United Pacific taillights with black-painted trim
- Billet Badges custom Strike Out ALS ribbon badges
- Precision Replacement Parts weather-stripping

INTERIOR & STEREO

- Finish Line Speed Shop, Bremerton, WA
- Work performed by Josh Kalalau, Brendan Greene, Ryan Reid and David Boehl
- Rostra Precision seat warmers
- GM vinyl with suede inserts
- Original bench seat
- Brothers Truck Parts black carpet kit
- Brothers Truck Parts interior door handles
- Original headliner re-covered in black GM cloth
- Original dash pad dyed black
- Custom CON2R Pomona steering wheel
- Ididit tilt steering column
- Dakota Digital HDX gauges
- Vintage Air AC kit
- Door inserts painted House of Kolor Blood Orange
- Custom lower door panels to hold Kicker component speakers
- Kicker IQ1 Bluetooth Interface
- Two Kicker 6.75-inch components, Q Class mids and tweets
- Three Kicker 8-inch L7 Q Class subwoofers
- One Kicker IQ500.4
- One Kicker IQ1000.1
- Kicker amp installation kits and speaker wiring
- XS Power Vintage series battery
- Rostra Precision backup camera, front parking camera and rearview mirror system
- Boom Mat by Design Engineering, Inc. sound deadener

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SQUARE-BODY TRUCKS LOOK SO GOOD LAYING ON THE GROUND, AND THEY CAN TUCK 22s LIKE IT'S THEIR JOB.



THE MC-10

First, the floor was raised, as we already mentioned. In its place went the stainless steel trim panel that some Chevy truck models have along the tailgate, just underneath the handle. In fact, they kept the Chevrolet badging and the tailgate handle in this setup, which looks odd until you figure out what it's for. Then they took two 1975 Chevrolet hoods and combined them to form a cover over the notch. That cover is hinged just like a stock hood, and to open it, you use the tailgate handle in that stainless steel panel. It even uses the original hood latch. We've never seen anything like it before, and it certainly stands apart from the crowd.

When the build was done and the truck was taken to SEMA, it got a ton of attention, and did its job to help raise awareness for ALS research. After taking it to a few shows across the country and appearing on PowerNation TV, they put it up for sale at the Mecum Auction, and in the end they gave a big check for



THAT TAILGATE HANDLE IN THE GAP CREATED BY THE BODY-DROPPED BED OPENS UP THE HOOD THAT COVERS THE NOTCH. NOW THAT'S COOL.

more than \$15,000 to the ALS Association, Evergreen Chapter.

With two builds down, the question is obvious: Will they do it again? Absolutely. Their latest project will be ready for the 2017 SEMA Show, and it already has the support of many of their sponsors. In fact, more than 15 from last year's build have returned, and 10 have been onboard for all three. It's just more proof that giving back is always a good thing. Sometimes all you have to do is build a truck.