



Right: Novice 151-300-watts champion Steven K. Summers and family from Florida.



Helping make this competition truly a "World" Finals was Steven Sailer from Austria (above) and John Robinson from Ireland (below). They both competed in the Pro 601-and-up class, with Sailer taking third-place honors with the system in his '89 VW GT, and Robinson taking fifth with his '95 Ford Scorpion.



Below: Frederick I. Collazo came in fourth in the Novice 151-300-watts class, but his '72 VW Karmann Ghia is definitely a winner in the looks department.



A mere 0.25 of a point gave Tyrone Chestnut the win over Ryan Evans in the Pro 1-150-watts class with the system in his 1990 Acura Legend.



# IASCA FINALS!



**ABOVE, ABOVE RIGHT & LEFT** - How far would you travel to compete in the IASCA Finals? Steven Saller hailed all the way from Austria and shipped his car over via Liverpool! His system was ultra-clean and featured numerous products from Rockford Fosgate.



**BELOW** - The owner of this Zapco and AudioControl laden BMW drove all the way out to the finals just to demo his vehicle in the Zapco booth. Because his car was finished late in the season, he was unable to earn enough trophy points to qualify for competition. With an install like this, however, competitors had better keep an eye out for this little black Beemer next year.



**ABOVE, LEFT & BELOW** - One of the biggest controversies at the finals this year was over Alma Gates' super SPL Bronco. With 46 10-inch PPI woofers, 24 PPI A1200 amps and a never before seen pressure chamber, Alma made DB Drag Racing history with a reading of 165.3dB! That small opening inside the passenger's door allows access to the subwoofer wall's secondary chamber. With the air-tight panel mounted in this access port, the massive wall of subs provided a very small and nearly nonresonant chamber to compress air in. To make the vehicle mobile with the pressure chamber in place, special hand-capped vehicle controls were installed.

