

Texas Motorplex, Ennis, TX
September 15 - 18, 2006

16TH ANNUAL FUN FORD WEEKEND WORLD FINALS

LONE STAR SHOWDOWN

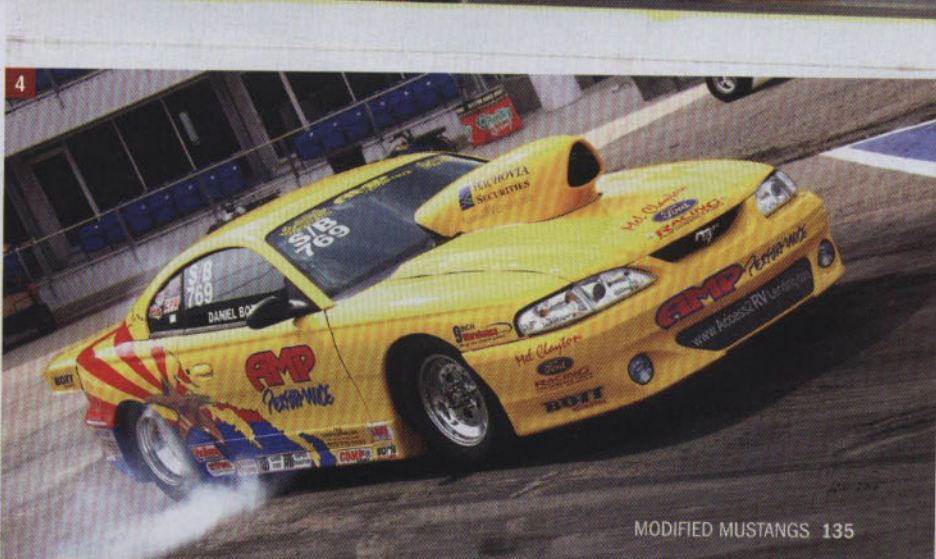
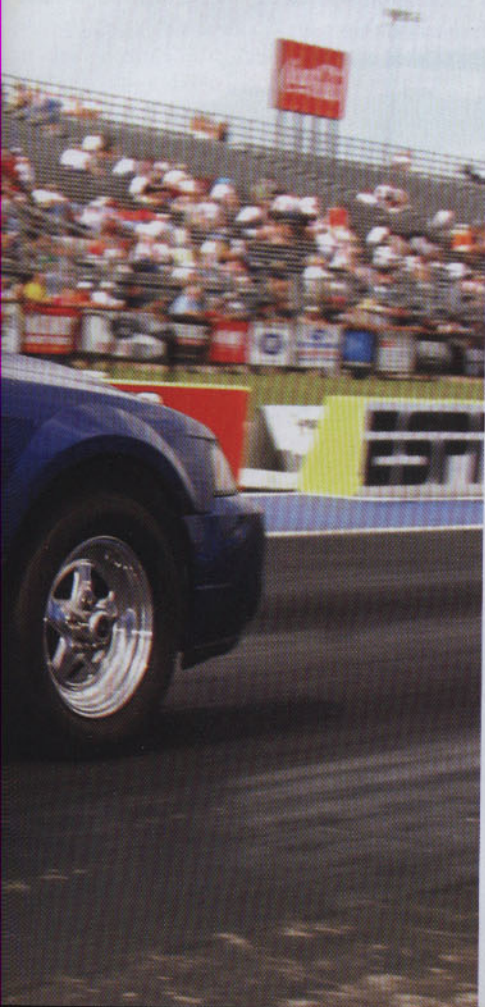
STORY BY HUW EVANS PHOTOS BY FRANCIS BUTLER

Rain falls, but the 2006 FFW World Finals, in true Texas fashion, still managed to go down with a bang.



It's the last race in the points standings as far as the FFW calendar is concerned, so you always know that the World Finals will draw a crowd – as long as you can get there. Our main man, Francis Butler boarded the plane and flew south from DC to DFW (Dallas-Fort Worth International Airport). However getting away from the airport buildings and to the Texas Motorplex can sometimes be a little trying. Between your author and your trusty photographer, we eventually figured it out – but man, putting the airport smack dab between the siamesed portion of Interstate 35 is enough to leave anybody scratching their head. Eventually all was right with the world or so it seemed. Having arrived at the track it was time to take stock of what was going on, with whom and where.

It's still hot and fairly sticky in this part of the Lone Star state in September, so getting high horsepower cars down the dragstrip is often no picnic, still this being the final race, it was all hands to the ready for many teams as they sought to make their bids for the championship. As things got underway, we got a chance to meet with a few friends and notable individuals in the Mustang hobby, one being Austin Craig who flew in to be part of the festivities. As always, FFW announcer Pat Martin was on



- 1 With the final checks done and a few words exchanged, Brian Green gets ready to rumble. The Drag Radial driver got taken out by Jamie Sarver during the first round of eliminations.
- 2 A flock of True Street entries showed up to run at Ennis and why wouldn't they? It's the World Finals after all. Amid the gabble of entries to get in their three back to back runs was this gorgeous Mercury Capri – one of the nicest we've seen for a while and a pre-bubble hatch to boot!
- 3 John Scaro and Jeremy Martorella battle it out for top honors in Street Warrior.
- 4 Speaking of close racing, Daniel Bott II rolled in from Arizona, looking to unseat Lone Star native Matt Jones for the Street Bandit crown, he came damned close to realizing that goal.

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top form, providing entertaining and informative commentary – we wish there were more guys like him around. By Saturday morning everybody was getting ready to race, but the skies on the Texas plains were telling us that we might be in for a little surprise from Mother Nature. There were light patches and dark patches of cloud, but as the day progressed the rain thankfully managed to hold off.

In the Pro Ranks, the usual suspects were very much in evidence. David Schorr and crew brought the Fuel Injected Mountain Motor Pro-Stocker, while Erica Ortiz and her twin-turbo T-bird-based Pro Car were ready to do battle with David. Other Pro entries included Dan Saitz and Doug Mangrum. Once qualifying got underway, it was Saitz, who muscled his sinister black, Probed bodied, twin-turbo monster through the ranks, setting the fastest time – a 6.590 at just under 206 miles per hour – to land the pole. Hot shoe Schorr was right behind Dan, bagging a 6.661 best time to start the race in second place. Erica had a new turbo setup on the T-bird and it was proving a bit of a struggle, still, she ended up qualifying fourth, behind Doug Mangrum, whose 6.92, secured him third place for eliminations.

Here, Mangrum and Schorr were paired up for the first round. Doug was out of the

hole first, but couldn't really get into it. Schorr, meanwhile made up for lost time, mashing the gas on his 820 cubic inch monster, blasting past Mangrum and straight down the track to the 2006 FFW Probe Pro Championship. Following these guys, it was the turn of Ortiz and Saitz. Erica's Thunderbird wasn't doing too well, and it died before she could stage, leaving Saitz to run solo – which he did with style – running a 6.596 – the fastest ET amongst the Pro contingent.

There was a sizeable battle going on in Street Outlaw, between Tim Lynch and Conrad Scarry. The Georgia lad proved quickest in qualifying, nailing it with a 7.110, but Scarry was right on his bumper, blasting a 7.247 to start off second. Behind them were two more cars wearing New Edge sheetmetal, the hard to miss single turbo steed of Ed Rice, who ran an impressive 7.284 and Chip Havemann, who bagged the fourth spot, thanks to a 7.3-second pass. When the eliminations went down, Rice and Havemann were paired up for the first round. Chip took Ed to task, cutting a .009 light and had him all the way down the 1320, crossing the beams in 7.39 seconds, compared with almost eight for Rice. Scarry started off against fifth place qualifier Kris Brantley. Traction issues meant Kris couldn't stay in it, but Conrad had some excitement of his own to contend with when fires ignited in the transmission, leaving him no choice but to push the car into the sandbox on the far end – still, he managed a 7.24 Elapsed Time before it

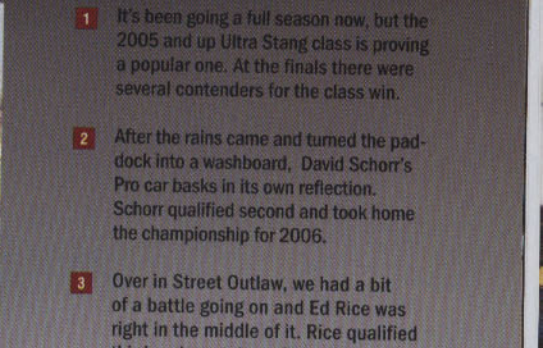
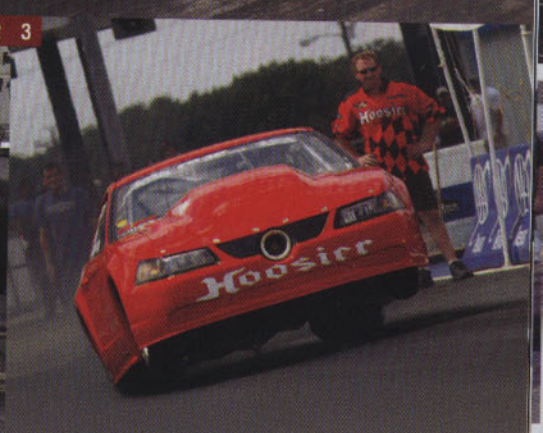
happened. When all was said and done, damage to the vehicle was minor and Scarry was unhurt – still, he's had quite a year with incidents! Lynch was then paired up to run against Travis Franklin, and drove a 7.43 at 171.01 miles-per-hour to clobber poor Travis and that was with a freshly rebuilt engine that hadn't even been subjected to a shakedown run! However, this was Sunday morning and by that stage, the weather had started to turn nasty, to the point that racing could no longer continue. However with the points between Lynch and Scarry so close, a winner had to be settled and after counting them, Conrad Scarry was declared the 2006 FFW Street Outlaw Champion – without question, well deserved!

As far as Renegade went, 2006 almost from beginning to end has been the year of Ronnie Wilson. Even though he had the championship pretty much sewn up, he still put on a show at the World Finals. He was first out of the gate in qualifying, with a blistering 7.819, followed by Richard Leisz with a 7.819, David Sheppard (8.815) and then Ralph McCrew and Scott Pennington. We managed to get one round of eliminations in before the rain hashed things up and it began with the third and fifth place qualifiers duking it out. However, Scott Pennington was facing mechanical issues and couldn't get his car to the starting line, so David Sheppard ended up running solo in his LX – bagging out a 8.931. Ralph McCrew



and Richard Leiz were next up and here, it was Richard's show all the way, out of hole and right to the finish line, where he crossed well over a second ahead of McCrew (a 9.232 versus a 10.539). Ronnie, slated for a bye run all along in the first round, saw out the season with 7.792 – not a bad way to go for the last race of year, which has been a truly great one for the Wilson team.

One nailbiter that finally climaxed in Ennis was the year long battle between Mathew Jones and Daniel Bott in Street Bandit. These guys have been at it for longer than we can remember and this race would decide who got the championship – would it be Jones – second time in a row or would the man from Arizona beat the incumbent? Anyway, Bott was going to give it a try. He came out of the gate, blasting his Kuntz-powered SN95 down the tarmac with a 8.890,



- 1 It's been going a full season now, but the 2005 and up Ultra Stang class is proving a popular one. At the finals there were several contenders for the class win.
- 2 After the rains came and turned the paddock into a washboard, David Schorr's Pro car basks in its own reflection. Schorr qualified second and took home the championship for 2006.
- 3 Over in Street Outlaw, we had a bit of a battle going on and Ed Rice was right in the middle of it. Rice qualified third and went down fighting against Chip Havemann.
- 4 You don't see that many '83 Mustangs in competition these days, but this shiny blue one, running in Sean Hyland Mod Comp was one of the cleanest and nicest cars on site at Ennis.
- 5 Things started out well for Jim D'Amore, but went south when the transmission gave up in his Saleen replica.
- 6 Amongst the Pro contenders, Doug Mangrum rolled his car off the trailer and blasted a 6.92 to grab third spot in qualifying.