

# STRIP

## THE SERIES THAT JUST KEEPS ACCELERATING

### Fun Ford Weekend Fuels Growth With Broad Based Appeal



BY AMP PERFORMANCE

Story & Photos by Rod Short

While the 2006 season brought a difficult time for some in the motorsports industry, there were some bright spots despite high fuel prices and a weakened economy. Fun Ford Weekend

showed that at mid-season with strong events at Richmond, Norwalk, Bristol and Epping with an excellent spectator draw that showed the grassroots racing is still vibrant and alive. Combining an American automotive icon such as the Mustang with a well rounded show and a national event caliber venue is still a formula for success by any measure.

David Schoor proved he's worthy of inheriting the Probe Pro crown by meeting nearly every challenge at each stop on the tour. Schoor did that not with nitrous, blowers or turbos, but with a naturally aspirated mountain motor

combination running EFI. Former champions John Gullett and Chuck Samuel made their presence felt at selected events, but Erica Ortiz put herself in position for a better finish in the point's race by making more events. With four events left in the season, twenty-two different racers made an appearance in Fun Ford's quickest and fastest eliminator all around the country. It's a class that has evolved greatly since the early Pro 5.0 days, but still has a broad appeal with high end

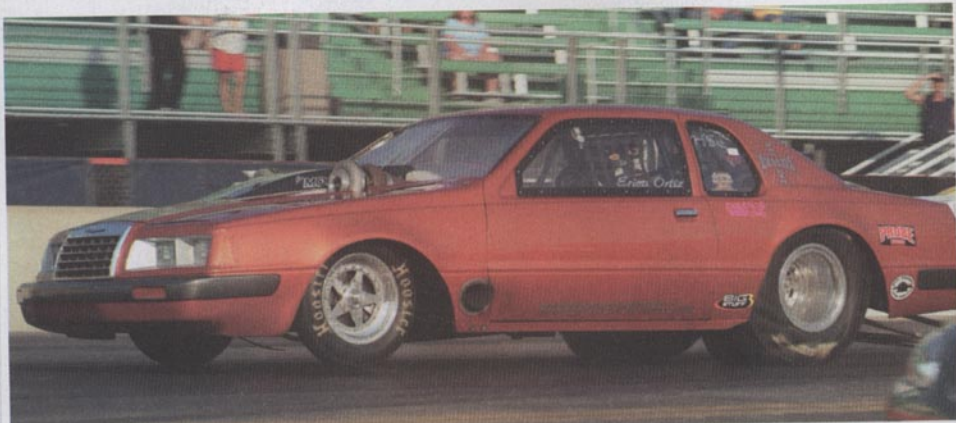
sportsman racers everywhere.

While ProCharger Street Outlaw may not have had a consistent showing of the biggest names at every event, it was an entertaining show and did get a lot of attention. Dan Millen, Bill Glidden, Jim Briante and Tim Lynch were some of the familiar names with wins during the

year while other up and comers such as Jared Bruner and Conrad Scary scored as well in what could signal a changing of the guard. The big news was during the year was the introduction of a big cubic inch twin turbo combination by Tim Lynch and Steve Petty. Dyno testing showed a reported 1,800 horsepower at a lower boost level than their old small block combination. While Brad Brand was the first to try a big motor combination last year, Lynch & Petty out qualified Brand at the car's first ever event at Bristol. With all the stories and subplots coming from this bunch of guys, Fun Ford's Street Outlaw is still the best show on wheels.

B.F. Goodrich Drag Radial saw a new wave of names and faces, but Chris Little had perhaps the strongest performance of the summer with a 7.76 ET at Norwalk. Early class point's leader Gina Gorman dropped out of championship point's contention, but later re-appeared as the wife and co-driver of a second team car belonging to Street Renegade driver Ronnie Wilson. Hale Cameron put himself in position for the season championship by becoming the only repeat winner of the year at Bristol.

**Combining an American automotive icon such as the Mustang with a well rounded show and a national event caliber venue is still a formula for success by any measure.**



# STRIP

## THE SERIES THAT JUST KEEPS ACCELERATING

### Fun Ford Weekend Fuels Growth With Broad Based Appeal



BY AMP PERFORMANCE

Story & Photos by Rod Short

While the 2006 season brought a difficult time for some in the motorsports industry, there were some bright spots despite high fuel prices and a weakened economy. Fun Ford Weekend

showed that at mid-season with strong events at Richmond, Norwalk, Bristol and Epping with an excellent spectator draw that showed the grassroots racing is still vibrant and alive. Combining an American automotive icon such as the Mustang with a well rounded show and a national event caliber venue is still a formula for success by any measure.

David Schoor proved he's worthy of inheriting the Probe Pro crown by meeting nearly every challenge at each stop on the tour. Schoor did that not with nitrous, blowers or turbos, but with a naturally aspirated mountain motor

combination running EFI. Former champions John Gullett and Chuck Samuel made their presence felt at selected events, but Erica Ortiz put herself in position for a better finish in the point's race by making more events. With four events left in the season, twenty-two different racers made an appearance in Fun Ford's quickest and fastest eliminator all around the country. It's a class that has evolved greatly since the early Pro 5.0 days, but still has a broad appeal with high end

sportsman racers everywhere.

While ProCharger Street Outlaw may not have had a consistent showing of the biggest names at every event, it was an entertaining show and did get a lot of attention. Dan Millen, Bill Glidden, Jim Briante and Tim Lynch were some of the familiar names with wins during the

year while other up and comers such as Jared Bruner and Conrad Scary scored as well in what could signal a changing of the guard. The big news was during the year was the introduction of a big cubic inch twin turbo combination by Tim Lynch and Steve Petty. Dyno testing showed a reported 1,800 horsepower at a lower boost level than their old small block combination. While Brad Brand was the first to try a big motor combination last year, Lynch & Petty out qualified Brand at the car's first ever event at Bristol. With all the stories and subplots coming from this bunch of guys, Fun Ford's Street Outlaw is still the best show on wheels.

B.F. Goodrich Drag Radial saw a new wave of names and faces, but Chris Little had perhaps the strongest performance of the summer with a 7.76 ET at Norwalk. Early class point's leader Gina Gorman dropped out of championship point's contention, but later re-appeared as the wife and co-driver of a second team car belonging to Street Renegade driver Ronnie Wilson. Hale Cameron put himself in position for the season championship by becoming the only repeat winner of the year at Bristol.

**Combining an American automotive icon such as the Mustang with a well rounded show and a national event caliber venue is still a formula for success by any measure.**

