

BIG BAD JACK

Boer Gets First Win in Two Years

The GM Performance Parts Nostalgia Pro Street class has been hauling in big fields this year, and Joliet was no exception as 25 drivers lined up to see who would take home the title. Quite a few drivers picked this event to make their 2007 debut including Bruce Poulas, past champion Ross Stomp and former NMRA Real Street turned GM racer Robin Lawrence. The qualifying field was tight-knit, packing 7.50s elapsed times, and power would be needed to make the top half of this field. A few 500-cube engines found the top side of the ladder, with Mike Rees, Johnny Baio and Keith McCoy representing the GM side, while Jim Widener and Joe Bucaro led the smaller cube Ford

contingents with Bucaro nailing down the fifth spot with a 7.51. Bowling Green winner John Schroeder was fourth and the last in the 7.50 range with a 7.508. The top three found Bob Vorderer's 7.496 in third, Jack Boer carding a 7.493 for second, and Jeff Colletta would again sit atop the field for his third pole of the year with a 7.469.

Round one saw most of the higher qualified cars making their way to round two, but a few upsets occurred. David Beeson stumbled to an 8.54 to allow Mitch Mika a round two berth, while an on-track victory for Baio over Bruce Blair was overturned after Baio bypassed the scales due to rumored engine breakage, allowing Blair another shot.

"I went out there and ran everyone like I would the number one qualifier."

Widener would be the first Ford heading for round three after a second round win, and Pete Ricart would join him after Schroeder turned on the red light by eight-thousandths. Bucaro suffered a holeshot loss to Barb Nesbitt, while Colletta streaked to a 7.45 to eliminate Blair's eleven second effort. McCoy dismissed Kevin Parent, Rees won handily over Mika, and Boer took a single to complete round two.

Nesbitt staged against Colletta to start round three, and the black Camaro of Colletta led wire-to-wire in a 7.50 to 7.59 victory over Nesbitt. Rees would face Boer, and the white Monte Carlo of Boer could not be denied and won by a 7.53 to 7.60 count. McCoy and Ricart were to duel next, but McCoy would instead get a 7.84 single to advance to the semifinals. Widener took the bye run of the round, and thus the field was down to four.

Widener and his "smaller" 525-cube Mustang would line up versus Colletta's 632-inch behemoth Camaro. The tree dropped, and Colletta's stellar .004 reaction time would play second-fiddle to Widener's perfect light. But as the two moved down track, the Camaro had erased the margin to win by a fender, 7.50 to a 7.54. Boer and McCoy would decide Colletta's opponent, and at the green McCoy jumped out to an .013 to .044 advantage. But Boer pulled even quickly and held to grab a win decided by mere inches, 7.581 to 7.613, and thus the final round was set.

the CARS

► **Jeff Colletta** qualified on top and drove his Camaro to the final, but aborted the pass, giving the win to Boer.

► Using all motor, and taking the weight break, **Bob Vorderer** pushed his immaculate '69 Camaro into the 6.40's.

► **Barb Nesbitt** made it three rounds before she was topped by Colletta.

► **Keith McCoy's** season continued to improve as he made it to the semis.



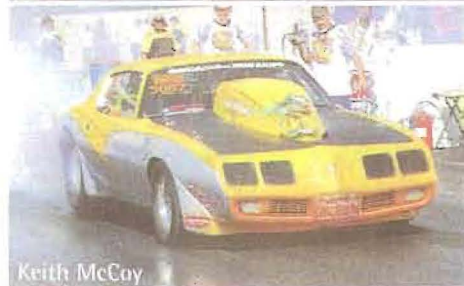
Jeff Colletta



Bob Vorderer



Barb Nesbitt



Keith McCoy