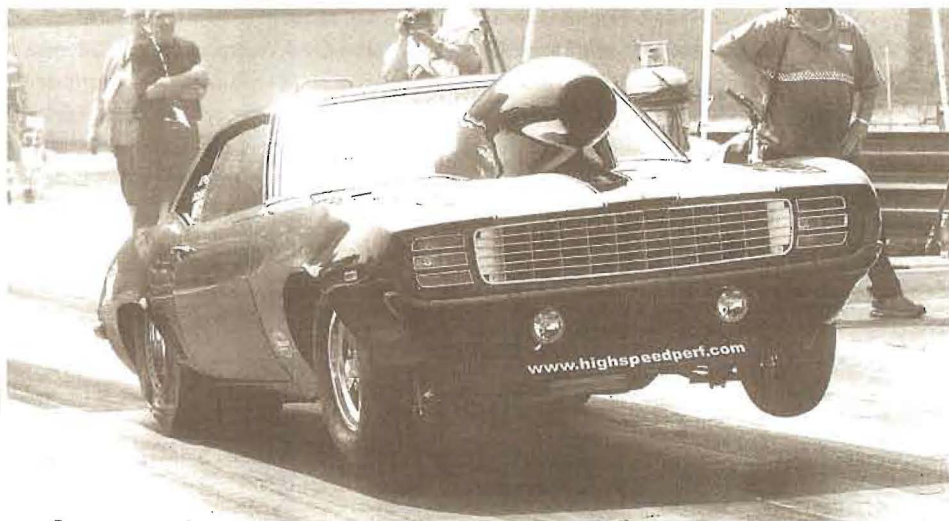


FRESH RIDE

Well, Bob Vorderer's car really isn't that new, as the team's been racing in GM Performance Parts Nostalgia Pro Street since the beginning of the 2007 season, but it is relatively fresh, and according to crew chief, George Vorderer, the car's been essentially a new one at every race this Illinois team has attended. We noticed the car at Bradenton, but it really left a mark at Super Bowl II where Vorderer ran an impressive 7.49 at 181 mph in qualifying, and then returned to the Milan race and qualified number one with a killer 7.42 at 183 mph. Vorderer's '69 Camaro is also pretty unique compared to the other rides of NPS. It gets it done with a naturally aspirated 632 big-block and a Liberty 5-speed, and although they've been only drag racing at this level for a year, this team's done a good job of figuring out how an all-motor combination can be competitive in this intense, throw-down, heads-up class. We contacted the driver, 23 year-old Vorderer, to get some background on his clean F-body and how his NMCA season has gone so far.



FSC: You've come along way with your Camaro in just one year. The car didn't run mid-sevens until this year correct?
Vorderer: "My dad and I are car lovers, especially Chevy muscle-cars. We decided to get involved in drag racing and bought the '69 Camaro, not knowing a lot about it. The car was originally built as an 8.50 car. Last year we went to a lot of test and tunes trying to get some seat time—we didn't competitively race. After looking at several classes we decided we would like to compete in the NMCA's Nostalgia Pro Street class."

FSC: How has your first season with the NMCA gone so far?
Vorderer: "We started the season in Bradenton, FL, working 48 hours straight to finish the car. Our first qualifying run was the first pass in the car. We had a 3-speed automatic trans with an electric lock-up converter, but the builder left a bushing out that greatly affected our performance. We missed the second event in Bowling Green, KY as we were still having transmission and converter problems. In Columbus, OH, we went to a turbo 400 trans with a more aggressive first gear and a new converter. The car ran OK, but after doing the first burn out on the first qualifying run, our ignition box shorted out, ending our day. After Ohio we still felt the naturally aspirated motor was the right thing, but felt that in order to be competitive we'd need to put a 5-speed and clutch in the car. This was our combination for Joliet, IL and again, like Bradenton, we completed the changes at the last possible minute and the first pass was our first qualifying pass that got us in the #3 position. Our second qualifying pass we had a problem and red lighted. Going into Milan, MI we had made some major strides with tuning the suspension and clutch, after bringing Brian Metz of Metz Performance into the program, and we were hopeful that we'd be very competitive. In our first qualifying pass we went 7.42."



theRACER

- ▶ Racer: Bob Vorderer
- ▶ Class: GM Performance Nostalgia Pro Street
- ▶ Power Adder: Naturally Aspirated
- ▶ Brand Loyalty: Chevy

theCOMBO

- ▶ Car: '69 Camaro
- ▶ Engine: 632 Naturally Aspirated
- ▶ Heads: Big Chief
- ▶ Crank: Sonny's
- ▶ Cam: Comp
- ▶ Rods: GRP
- ▶ Pistons: Diamond
- ▶ Valvetrain: T&D
- ▶ Intake: CFE
- ▶ Fuel System: Product Engineering
- ▶ Ignition: MSD
- ▶ Transmission: Liberty
- ▶ Rear End: Strange
- ▶ Front Suspension: TRZ
- ▶ Rear Suspension: RJ 4-link
- ▶ Best ET: 7.42