

VSCDA Spring Brake & Driver's School

GingerMan Raceway, MI

April 29 – May 2, 2010



#68 Gary Krupf, 1959 Bug Eye; #41 Jeff Snook, 1961 Triumph TR 3A; # 26 Cana Comer, 1958 Bug Eye.

-story and photos by Bob Capps

In April, gas prices in the Midwest were creeping-up close to three bucks a gallon, so VSCDA officials had to be pleased when a sizable number of drivers filed entry forms for the Club's opening event for 2010, The Spring Brake and Driver's School at GingerMan Raceway in South Haven, Michigan. Of the entries, twenty were for the driver's school and of this, eight were Vintage Vees. Everything considered, it was a good turnout although several VSCDA officials were of the opinion that the economy and weather cost them.

This had been one of the earliest and most beautiful springs in Michigan in recent memory, but it's fair to say that when you race at GingerMan in late April or early May, weather is always a consideration. The track sits eight miles inland from the eastern shore of Lake Michigan and this time of year the track gets whatever the lake dishes out. That's why you pack shorts, rain gear, a sweatshirt and a down jacket expecting that you might need them all.

This year, Friday was a beautiful spring day as drivers started arriving for registration and

tech. Friday's on-track activities were devoted to the driver's school followed by a graduation ceremony and a dinner for students, instructors and workers. Saturday was overcast, but pleasant. After a long-winter's lay-off, drivers were more than anxious to get out on the track for their Friday and Saturday warm-up and practice sessions followed by qualifying and twenty-minute Saturday sprint races for each group.

Twenty cars took starter Bobbie Orr's green flag for the start of Race A for Groups 2, 2M1 and M2, 3E, F and G and 8B1. There is always an interesting mix of cars in this group...Bug Eye Sprites, Mazda RX 2's and 3's, Triumph TR-4's and Spitfires, a Volvo 122, a Healey 3000, a BMW, MGA and Honda and a couple of Mini's. At the end of twenty minutes, John P. VanRaalte, '72 Mazda RX 3, the fast qualifier, had racked-up twelve laps crossing the finish line first, 7.472 seconds ahead of second place finisher John Despelder, '67 Mini Cooper S. Jeff Snook, '67 Triumph TR3A moved up from his tenth starting position to finish third.

The really fast guys in Race B for Groups 4B and F, 7 and S2, were out next. These guys lap GingerMan's 1.88 mile layout anywhere from 4 to 14 seconds faster than the fastest qualifiers in any of the other groups. Tom Pixley, from Traverse City, Michigan, always seems to run well at GingerMan in his '78 Wheeler Super V. He was the fastest qualifier of the thirteen cars in this group and went on to claim first place in the sprint, finishing 1.288 seconds ahead of Jeff Holland, '71 Lotus FB, with Robert Boller, '79 Tiga S-2000 taking third. Pixley completed thirteen laps at an average speed of 72.893 mph.

Eleven cars started Race C & D for Groups 3, 5, 6, 8B2, 8C, 8M1 and M2 with another eight choosing to stay in the paddock for various reasons. The field was made up of two Alfa

GTV's, a Shelby, a Vette, a Lotus 7, a MGB, a Porsche 914, a BMW 2002, an Alfa Alfetta Berlina, an Elva Mk IV and a Moodini. Colin Comer, the fast qualifier in his '65 Vette, was first to finish, a tick or two (.797 seconds) ahead of Brian Kennedy, '66 Shelby with Rod Beer, '69 Alfa GTV, taking third. The first seven cars completed twelve laps before time ran out with Comer averaging 66.030 mph in his win.

Next out was the last race of the day, Race E for Groups 4V and 4J including twenty Formula Vees. VSCDA's Vintage Vee class keeps growing. This year they welcomed eight new drivers into their ranks. I think there's a reason for this. Dan Davis, Victory Lanes Publisher/Managing Editor, always ends his monthly column by saying "have fun out there and race in the true spirit of vintage racing". I think for these folks the spirit of vintage



#51 Rod Beer, 1969 Alfa GTV; #32 Terry Stahly, 1972 Alfa GTV.

racing goes beyond good, fair, clean, hard racing and waving when you pass. These people truly like each other, but more importantly, they are interested in one another as people, not just racers. Let me give you an example. Several years ago, Maggie Van Camp, Garrett's wife, was battling breast cancer. A bunch of the other Vee racers put together couple of large coolers of prepared meals and delivered them to the Van Camp home so all Garrett had to do was pop one into the micro wave when needed one. There are many other examples of how they marshall together when someone in the Vee family needs help. Thankfully, Maggie won and the cancer didn't.



#43 Ricky Del Rosario, 1969 Zink Z5; #49 Garrett Van Camp, 1969 Lynx B; #63 Frank Newton, 1969 Lynx B; #0 David Jones, 1969 Zink C5.

In this Formula Vee race, Garrett Van Camp, '69 Lynx B, led the pack across the start line and was never headed, coasting to a 13.757 second win over second place finisher Frank Newton, '69 Lynx B. Mike Kitzmiller in another '69 Lynx B finished third. The first seventeen cars completed twelve laps in the twenty-minute race. Van Camp averaged 66.027 mph in his winning drive.

The clouds rolled in and the rain started as the last race of the day ended. Many participants headed for the dining hall for the Saturday evening entrant/worker dinner party. The Vintage Vee group celebrated the opening of the season with a lovely cocktail party. Mike Kitzmiller officiated in drawings for various

the feature races. The track was still wet at 9:20 AM when the twenty-two cars in **Group E** came out for their fifteen lap feature race. Garrett Van Camp seemed to have the race in hand, having led the pack from the start. But, Ricky del Rosario, '69 Zink Z5, was having none of this. Ricky spun on the wet track on lap 4, but put on a fierce drive to work his way through the field and nip Van Camp by .777 seconds for the win. Guy Dennehy, who finished twenty-fifth in Saturday's sprint race, came on strong to finish third. Ricky's average speed for fifteen laps was 51.767 mph, considerably slower than Van Camp's speed in Saturday's sprint race.

There is a quiet ordinance in South Haven on Sundays from 10 AM until Noon, so the feature race for the cars in **Race A** couldn't start until 12:15 PM. There was no change from Saturday's first two finishing positions with John P. VanRaalte in his '72 Mazda RX3 finishing 2.931 seconds ahead of John Despelder, "'67 Mini Cooper S. Despelder camped right on VanRaalte's bumper for the whole race, but simply couldn't slip by. Talk about consistent driving. VanRaalte's average speed in Saturday's sprint race was 63.711 mph. Sunday it was 63.435 mph.

Eight cars started **Race B**, down from thirteen on Saturday. Pixley again dominated the field with a 7.449 second win over John Boxhorn, who just completed drivers school on Friday, in his '84 Tiga SCB4. Josh Boller took third-place honors. Pixley averaged 72.040 MPH for the fifteen laps compared to his speed of 72.983 mph for his fifteen lap run on Saturday...another example of outstanding consistent driving.



**#60 Frank Newton, 1971 Titan Mk 6C FF;
#94 Robert Boller, 1979 Tiga S2000.**

Eight cars started in feature race **Race C & D** and there were no changes in the top-three finishing positions, with Colin Comer again taking the win over Brian Kennedy and Rod Beer. Comer's average speed of 67.522 mph was a tick faster than his 66.030 mph speed on Saturday.

What more can you say other than VSCDA got their 2010 season off to a great start. I continue to find the camaraderie of the Vintage Vee group refreshing...totally opposite of the stereotype some people have that car racers are a bunch of hard-as-nails individuals who will do anything to win. I was also impressed by how well some of the new drivers performed. I mentioned John Boxhorn, who took a well-earned second place in the Race B feature. I don't want to forget Cana Comer (Colin's wife) who drove the wheels off of her '59 Bug Eye to take a first-in-class and fourth place overall in the Race A feature. Then there was David Jones who took his '69 Zink C5 to a fourth overall finish in the Race E feature for Vintage Vees.

Next up for VSCDA is The Blackhawk Vintage Classic XVIII (I think that's 28 ??) June 18-20 at Blackhawk Farms in Wisconsin, followed by the Continental Grand Prix July 24-25 at Autobahn Country Club in Joliet, IL which will feature the Victory Lane Vintage Formula Vee Feature Races.

This sounds like a lot of fun and hopefully, we won't need a down jacket for these races.



**#57 Mark Silverberg, 1965 Lynx C4;
#0 David Jones, 1969 Zink C5.**

gifts and gift certificates and your reporter had the honor of presenting The Victory Lane Spirit of Vintage Vee Racing Award to Don Cerone and Mitch Beiser. Both of these guys went to driver's school in '08 and participated in every VSCDA race in '08 and '09.

The rains continued all night, which was enough to cause a lot of the entrants to load up and go home. Too bad because the rains had stopped and by mid-morning Sunday, the sun came out, the track dried out and it was a beautiful day for



**#8 John VanRaalte, 1972 Mazda RX2;
#88 John Despelder, 1967 Mini Cooper S.**

RACE RESULTS

RACE E FEATURE RACE

PL CL DRIVER/CAR

- 1 4FV R. delRosario/69 Zink Z5 2:07.905
- 2 4FV G. Van Camp/69 Lynx B
- 3 4FV G. Dennehy/68 Lynx B
- 4 4FV D. Jones/69 Zink C5
- 5 4FV M. Silverberg/65 Zink C4
- 6 4FV E. Dean/68 AspMk III
- 7 4FV M. Beiser/69 Lynx
- 8 4FV D. Carone/69 Lynx
- 9 4FV C. Buysee/67 Kellison
- 10 4FV F. Newton/69 Lynx B
- 11 4FV E. Coppock/69 Lynx B
- 12 4FV M. Kitzmiller/69 Lynx B
- 13 4FV B. Heuer/69 Shark 69
- 14 4FV D. Green/68 Zink Z5
- 15 4FV J. Baker/69 Lynx
- 16 4FV R. Dennehy/68 Bobsy

- 17 4FV B. Shedd/68 Zink C4
- 18 4FV M. Daly/65 Autodyamics
- 19 4FV J. Schreiber/64 Zink
- 20 4FV H. Hooker/67 Scorpion FV
- 21 4FV C. Arrogante/67 Autodyamics
- 22 4FV R. Bolhaus/67 Autodyamics

RACE A FEATURE RACE

PL CL DRIVER/CAR

- 1 8B1 J. P. VanRaalte/72 Mazda RX2 1:45.353
- 1 2M1 J. Despelder/67 Austin Mini Cooper S 1:45.431
- 2 8B1 T. Parvin/72 Mazda RX3
- 1 2M2 C. Comer/59 AH Sprite 1:46.349
- 1 2A M. Fisher/60 AH Mk I 3000 1:46.904
- 2 2A R. Murphy/61 Triumph TR4
- 3 8B1 J. D. VanRaalte/72 Mazda RX2
- 1 2 S. Khan/67 Austin Mini 1:49.305

- 1 2E G. Kropf/59 AH Bugeye Sprite 1:50.138
 - 1 2B B. Wismer/62 Triumph TR 4 1:57.941
 - 1 2C T. Baumgardner/57 MG A 1:55.729
 - 1 2D M. Frost/76 Honda 2:00.858
 - 2 2E D. Fisher Knickerbocker/60 AH Bugeye Sprite
 - 2 2M1 D. Bruce/59 AH Bugeye Sprite
 - DNF 8B2 B. LaMontagne/72 BMW 2002ti
- RACE B FEATURE RACE**
PL CL DRIVER/CAR
- 1 7C T. Pixley/78 Wheeler Super Vee 1:32.659
 - 1 5S2 J. Boxhorn/84 Tiga SCB4 1:33.171
 - 1 4FF J. Boller/Titan Mk6 1:32.990
 - 2 4FF F. Newton/71 Titan Mk 6C FF

- 1 4FB M. Primack/66 Brabham 1:35.311
 - 2 7C G. Glojek/84 Reynard FC
 - 3 7C R. Smit/71 Royale FSV
 - 3 4FF J. Buchanan/69 Melyn Mk IIA
- RACES C, D**
PL CL DRIVER/CAR
- 1 6B C. Comer/65 Chevy Corvette 1:39.026
 - 2 6B B. Kennedy/66 Shelby
 - 1 8B2 R. Beer/69 Alfa Romeo GTV 1:42.018
 - 2 8B2 J. Fisher/72 Lotus 7 IV 1600
 - 1 8M2 G. Harris/74 BMW 2002tii 1:42.749
 - 3 8B2 B. Bullock/71 MG B
 - 1 8M1 D. Michele/72 Alfa Alfetta Berlina 1:43.388
 - 1 6E G. Glojek/73 Porsche 914-4 1:43.386



#18 Jerry Baker, 1969 Lynx; #3 Eric Dean, 1968 Asp Mk III; #49 Garrett Van Camp, 1969 Lynx B.