

Supersixties[®]

CLASSIC RACING LEAGUE

magazine





Qualifying

Turn 7 was the deciding factor in the SuperSixties qualifying session at Spa-Francorchamps, with many track limit infringements and some more serious excursions that resulted in loads

of gravel on the track. Through it all came the Peter Thompson/Charles Allison TVR Griffith to claim pole from Kennet Persson in the Ford GT40. Andy Newall qualified Rhea Sautter's

E-type in 3rd with Bob Stevens 4th in the first of the Lotus Elans. Next up were the three Shelby varieties, Armand Adriaans (Cobra), Roelant de Waard (Mustang GT350) and Oliver Douglas





(Cobra Daytona). Michiel Campagne only managed a lowly 8th position in the Corvette Grand Sport, and could be expected to be nearer the front in the race. Then it was more Lotus Elans, mixed with the fastest of the touring cars: Luc de Cock (Elan), Carlo Hamilton (Ford Falcon), Jos

Stevens (Elan), Bas Jansen (Ford Mustang), Niek van Gils (Elan) and Bijleveld/van der Ende (Ford Falcon). Eric Douart in his 2-litre BMW is not far behind the V8 Fords. The Mini's were fast with Jop Rappange ahead of René de Vries, then Dieter-Karl Anton in his Lotus Cortina, fastest in

CT08, Alexander Schlüchter (Mini) and the Van Leenen/Du Toy van Hees and Ralf Wagner Lotus Cortina's. In GTS11 Erwin van Lieshout was fastest in his Porsche 911, ahead of the MGB's led by Frank Veenstra.



Race 1

A safety car to remove the stranded Mini Marcos of Greg Carini caused chaos in the first SuperSixties race at the Spa Summer Classic. Many drivers decided to pit when the yellow

flags came out, which was a good idea, but several did so before the pit window was actually open, which was of course penalised. They received a draconic 5-minute penalty.

Kennet Persson had been leading in the Ford GT40, closely followed by the TVR Griffith of Peter Thompson and Michiel Campagne in the Corvette GS. The big Corvette lost its brakes



while circulating slowly during the neutralisation and dropped to fourth. Armand Adriaans took the opportunity to take the final podium spot and first in GTS12 in the Shelby Cobra. After Bob Stevens was an early retirement, it was Luc de Cock who came 5th overall and first in class, followed by Niek van Gils, Philippe Vermast and Jos Stevens all in Lotus Elans. Rhea Sautter was classified 9th in the E-type because the other three cars on the lead lap were penalised. Carlo Hamilton won the touring car class in his Ford Falcon ahead of similarly mounted Jaap van der Ende and Bas Jansen in his Mustang. Jop Rappange was first on the road in the Mini class but collected a penalty which handed the win to René de Vries from Alexander Schlüchter, who had an entertaining ding-dong battle with Dennis Bron in his MGA twin cam. CT08, the Lotus Cortina class, had a trio of pit window offenders... as a result the win went to Van Leenen/Du Toy van Hees, from Dieter-Karl Anton, Magnus Lillerskog and Ralf Wagner. In GTS11 Erwin van Lieshout started from the pits in the Porsche 911 and overtook all the MGB's to win the class from Frank Veenstra and Arnold Herreman. Finally, it is interesting to have a look at the smaller GTP cars. The Marcoses of Mark Dols and Greg Carini dropped out. Rob Rappange spun on the first lap, but still went on to finish in the Porsche 904. Frank Weidema followed him home in his little 1,3 litre Marcos, a great result in his debut race.



Race 2

It took some 10 minutes for Sunday's SuperSixties race to get properly underway. The delay was caused by several stranded cars on the grid and the formation lap, plus an unfortunate startline incident. When the field was finally released, Kennet Persson took the lead from the Thompson/Allison TVR, only relinquishing it for a short time when he pitted early, Michiel Campagne taking over in the Corvette GS. At the flag the Swede had a 20 second lead from the TVR, with Campagne another 20 seconds behind, closely followed by Adriaans in the Shelby Cobra. Roelant de Waard came 5th and 3rd in GTS12 in his Shelby Mustang. In GTS10 father and son Jos and Bob Stevens shared the orange Lotus Elan. Jos kept Luc de Cock's yellow Elan in his sight, so that after the compulsory pitstop Bob could reel him in and pass him for the class win. SuperSixties debutant Felix Feltes came third in this well contested class, ahead of Marc Morawietz. In GTS11 it was no surprise that Erwin van Lieshout took the win in his Porsche 911. Tiziane and Fabienne Mütschler came second





in the fastest of the MGB's ahead of David Waterhouse. Greg Carini made up for his retirement in the first race by slicing through the field to 12th in his little Mini Marcos, winning the invitation class. The big V8 touring cars all had some sort of trouble. Martin Bijleveld came out on top in his Ford Falcon, Hemmo Vriend was second in another Falcon and Bas Jansen salvaged 3rd in his Mustang. The Mini Coopers made their own

show, with René de Vries, Jop Rappange and Alexander Schlüchter trading places. Schlüchter spun and De Vries had to pit with a flat tire, so Jop looked to have it in the bag, but then the white Mini gave up the ghost with 2 laps to go, so Alexander took home the trophy. In CT08 it was the old fox from Austria, Dieter-Karl Anton, who was unbeatable, with Ralf Wagner, van Leenen/du Toy van Hees and Magnus Lillers-

kog chasing him, all in Lotus Cortina's. Running like clockwork but unable to challenge the Cortina brigade were the two Alfa Giulias of Günter Zahnenbenz and François Leloutre. We are very pleased to have Alfa Romeo presence in SuperSixties this year! Full Spa results: <http://roadbook.alkamelsystems.com/>





Mini Marcos Mania

On September 25th 1965 the Mini Marcos made its racing debut at Castle Combe. Geoffrey Mabbs put the brand-new car on pole and won the GT race by well over a minute. Fast forward nearly 58 years and the Mini Marcos made its debut in SuperSixties. Why did that take over 25 years? Never mind, we are very pleased to have more small-engined

cars on the grid! Not one but two of the little plastic projectiles joined us at Spa. Experienced French Mini racer Greg Carini was immediately on the pace, faster than the Coopers by about a second per lap. He retired in the first race, therefore had to start race 2 from back of the grid. He overtook some 25 cars - 22 of them bigger engined! - to finish

12th. Meanwhile Frank Weidema drove his very first race at the wheel of his self-prepared Mini Marcos, undaunted by the 7-kilometres Ardennes track. As rookies usually do, he behaved himself. He also improved his lap-times by some 16 seconds over the weekend. Who is Frank? He has been part of our entourage for a number of years and is

particularly known for his stylish choice of t-shirts. He would have liked to race a Cooper S, but funds are limited. He managed to acquire a Mk. 1 Mini Marcos body in 2018 and has slowly built it up to full racing spec. Or as he put it: "My wife does not have a kitchen, but I have a racing car!"





Touring Car Revival

The 2023 SuperSixties season is delivering a great turn-out of historic touring cars. The ubiquitous V8 Ford Falcons and Mustangs are a little less prominent this year. The Cooper S's are never far behind and the red, white and blue trio provided a great spectacle at Spa. In CT08

we have a host of Lotus Cortina's from Austria, Germany, Sweden, the Netherlands, Italy and France reliving the good old days of the European Touring Car Championship. At Spa they were even being chased by a pair of Alfa Giulia TI's piloted by dr. Gunter Zahnenbenz and

François Leloutre. And to top it off we had Eric Douart in a BMW 1800 tisa. That's the kind of variety we like!





More new faces

The SuperSixties community continues to grow, more and more drivers deciding to have a taste of our series. We are happy to say that most of them come back for more! At Spa, we also welcomed several fresh faces in

the GTS classes. Peter Thompson and Charles Allison turned up in an indecently fast TVR Griffith 400. They took the pole and then won the first race. That's quite an entrance! From Luxemburg we had Felix Feltes in a Lotus

Elan, who enjoyed himself and has already said he will be back for more. It was also nice to have the Herreman family back on board with their MGB.



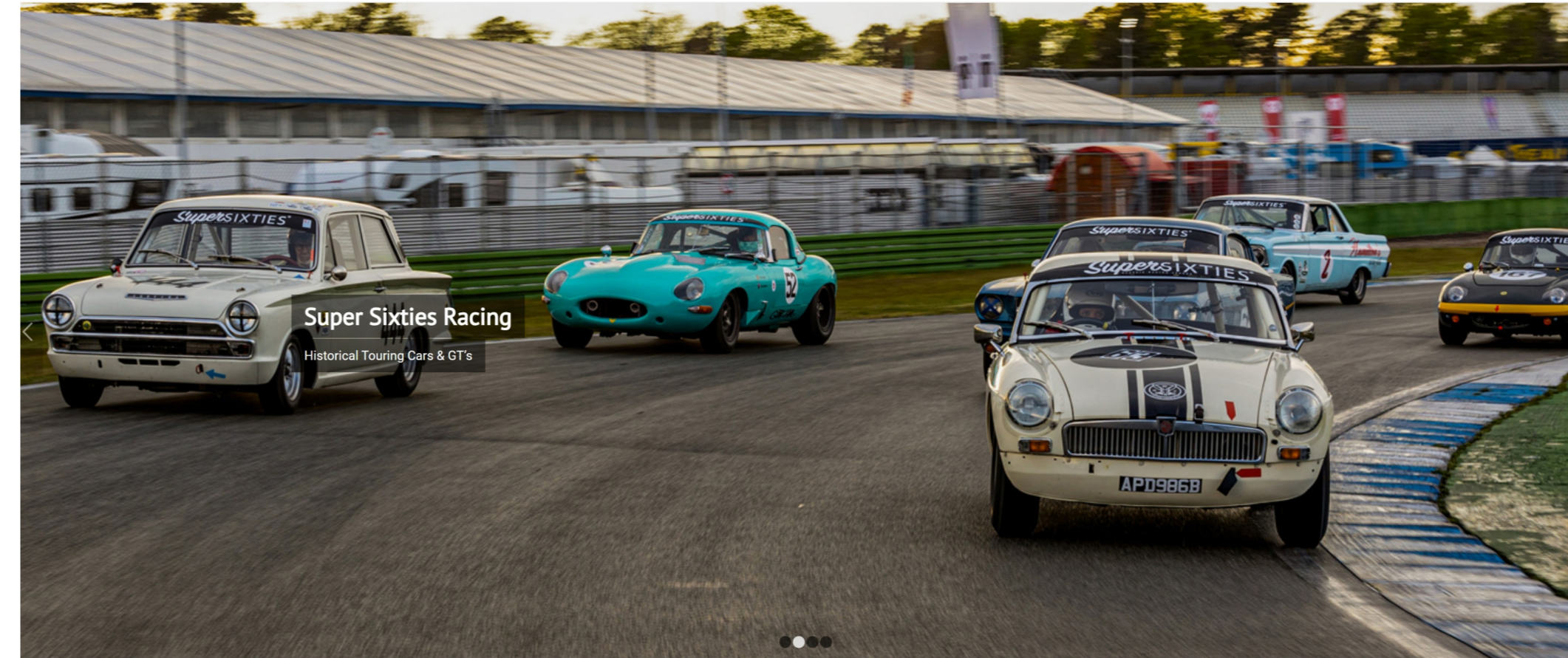


New website

It's finally live, the new SuperSixties.com website. From now on all results, race reports, announcements and news can be found on www.supersixtiesracing.com. You do not need to update your bookmarks, the old URL will forward you to the new website. Meanwhile we are working hard to improve our online presence on Facebook, Youtube and Instagram. Thanks to

Carlo, Tobias and Robert, plus the drivers who share their footage, we are now able to share movie clips of the spectacular SuperSixties action. We do miss the Gross family, who pioneered all this some years ago. Check uit SuperSixties here:

Youtube:
<https://www.youtube.com/@Supersixties>
Instagram:
https://www.instagram.com/super_sixties_by_nkhtgt/
Facebook:
<https://www.facebook.com/htgt.nl>



Super Sixties Racing powered by

Super Sixties Racing (former NKHTGT) was established in 1996 as the Dutch Championship for Historic Touring Cars and GT's. Nowadays it has evolved in a series of races in various countries, catering for touring cars and GT's built between 1947 and 1965.

Super Sixties Racing is very popular with spectators because of the variety of competing cars, ranging from the huge Corvette Grand Sport to tiny Mini Coopers. In between you'll see iconic sports cars like Lotus, Porsche, MG, Shelby, Austin Healey, Marcos, Morgan and Jaguar.

Interested in competing with us? Check this page: [Race with us](#)



Long distance runners

With Diogo Ferrao's Iberian Historic Endurance on at Saturday evening it was no surprise that a number of SuperSixties drivers teamed up to contest the three hours. Blue cars are apparently not a good choice for this race, as the Stevens/Stevens Elan and the Sinke/Deenik/Bijleveld Falcon had to be replaced by spare cars in orange. Bas Jansen raced his Mustang in SuperSixties so he could share his Cobra with

Jack Meeuwissen and Job van Uitert, while Sam and Armand Adriaans did it the other way round, running the Cobra in SuperSixties and the Mustang in the 3 hours with Erwin van Lieshout. Open to cars built until 1976, there were loads of 3-litre Porsches in the race, but the podium was all pre-'66, with the Lotus Elans of Tordoff/Jordan and the Graf von Wedel family split by our very own Rhea Sautter and Andy

Newall in the Jaguar E-type. After a demon last stint by Andy they were just 0,014 seconds ahead at the flag. Luc de Cock finished 8th in his Lotus Elan, with help from Tim Joosen, while Bob and Jos Stevens started 66th and finished 11th, winning the Index of Performance.



Come race with us

With 4 race weekends done and dusted it is time to take a summer break. But the fun is far from over, we have two more events lined up that are not to be missed. Both still have grid

spots available so if you have not already entered, you are cordially invited to join us. SuperSixties caters for all FIA pre-'66 FIA touring cars, GT and GTPs. You will have to run

on Dunlop Racings and your car needs to comply with FIA appendix K, other than that. Come and have a taste of Europe's friendliest historic racing series.

Mail to race@nkhtgt.nl
or call Egbert on: +31 6 2621 6464.





September: Tabac Classic Grand Prix Assen

A new event on a familiar track. On September 8-10 we are racing at the second edition of the Assen Classic GP. For many years we have provided the historic note during the Racing Days at Assen, a legacy of one of our former sponsors. Now we will be part of a full historic line-up, albeit one with a difference. Assen is home to the longest running race event in the history of the Motorcycle World Championship, the Dutch TT. No surprise then that motorcycles will be part of the show. The first motorcycle race was held at Assen in 1923, the first car race in 1955. For those who have never been, Assen is a totally different experience from Zandvoort, situated in the green countryside with good facilities and plenty of space. We will have our usual format, a 30-minute qualification session on Friday followed by a 40-minute race with a compulsory pitstop on both Saturday and Sunday. That's 110 minutes of track time, at a topline event, all for our usual entry fee of just € 895. Check out www.classicgp-assen.com to get a taste of the weekend.



October: Dijon Motors Cup

Once again, we will end our season with a bang, and we do not mean your engine, we mean bang for your buck! The 2-hour race at Dijon is back by popular demand. Every autumn, HVM Racing invites a selection of historic grids from abroad to race at the Dijon-Prenois circuit in the beautiful French Burgundy region. SuperSixties are excited to be part of the tenth edition of this event, from 6 to 8 October. HVM offers an interesting line-up, ranging from the International Historic F2 Championship to the P9 hypercar Challenge. But the star of the show is of course SuperSixties. For an entry fee of just € 895 you will get no less than 195 minutes of track time: 45 minutes of qualifying, 120 minutes of racing on the Saturday and a final 30-minute race on Sunday.



Colofon

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