

Supersixties

CLASSIC RACING LEAGUE



MAGAZINE

SINCE 1959

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Go Pro with Kevin and Allard

We do not encourage pro drivers in SuperSixties, as we prefer the owner of the car to be the driver. However, we do allow cars to be shared by two drivers, hence our compulsory pitstop format.

Which is of course a good opportunity to add a bit of extra spice, or speed. Having a couple of fast guys around also provides a yardstick and an incentive to our regular drivers to up their game. Plus, having legendary names like Jan

Lammers and Jan Magnussen on our palmares gives extra kudos to our series. Kevin Abbring is no stranger to SuperSixties, the WRC and WRX driver had impressed us before at the wheel of a Mini Cooper. This time he had serious

grunt at his disposal, sharing Bas Jansen's Cobra, the winning car at the Red Bull Ring earlier this season. Allard Kalff is hors categorie anyway, as he has been part of our entourage for a long time. At Assen he and Michiel Campagne

shared two cars, switching them during the pit window. A first in SuperSixties! Talking about race legends: we are told that we can expect Cor Euser at the wheel of a Lotus Elan at Dijon.





Qualifying: Abbring and Kain to the fore

Kevin Abbring was the man in SuperSixties qualifying at the Tabac Classic GP Assen. Allard Kain set a blistering 2:02 in Michiel Campagne's Corvette Grand Sport. Abbring took

a few laps to get acquainted with Bas Jansen's AC Cobra, then set an unbeatable 2:01.3 to take pole. Andy Newall qualified Rhea Sautter's E-type in 3rd. Philippe Vermast was fastest of

the Lotus Elans ahead of Peter Brouwer. Next it was Roelant de Waard and Adriaans/Adriaans in Shelby Mustang and Cobra respectively. The first of the touring cars would start 8th,





Kalff and Campagne again, now in a Mustang. Their driver change in the race promised to be interesting... Mats Ek (Lotus Elan) and Marcel van Laarhoven (Shelby Mustang) rounded out the

top-10. The Van Gammeren Porsche 911 was fastest in GTS11 while Thijmen de Vries just pipped teammate Phil Anning in the first of the Mini's. In CT08 it was Mr. Ford Bart-Jan Deenik

back at the wheel of a Lotus Cortina who posted the fastest time ahead of Magnus Lillerskog.



Race 1: Vermast the surprise winner

SuperSixties powered by NKHTGT treated the spectators at the Tabac Classic GP Assen to a superb spectacle on Saturday. Michiel Campagne took the lead in the Corvette Grand Sport, with Andy Newall (Jaguar

E-type), Bas Jansen (AC Cobra) and Philippe Vermast (Lotus Elan) in hot pursuit. These four had a ding-dong battle until the pit window opened after 15 minutes. Campagne was the first to come in, but Allard Kalff took well over

a minute to reach the pit in the Mustang, so a fair amount of time was lost. Kevin Abbring had taken over from Bas Jansen and they looked to have the win in the bag until a safety car interlude provided them with a penalty.



Through all the confusion came Philippe Vermast with a faultless performance to take the win in his Lotus Elan. Roelant de Waard (Shelby Mustang) was 9 seconds behind in second while Jansen/

Abbring were relegated to third. Kalff used the safety car period to close in on the Sautter/Newall E-type and passed it on the final lap to take fourth. The first touring car home was a surprise, Thijmen de Vries in

the Mini Cooper left a lot of potentially faster cars behind to take 6th. Next was Peter Brouwer, second in GTS10 in his Lotus Elan, then the Kalff-Campagne CT10 Mustang and the Wilhelm-van Gelder E-type.

Cees Lubbers bumped his way into the final top-10 spot in his Ford Falcon. Erwin van Lieshout was victorious in GTS11 in his Porsche while Bart-Jan Deenik dominated CT08 in his Lotus Cortina.





Race 2: Kalff and Campagne's cunning plan

In Sunday's SuperSixties race, the action started after the pitstops. It was another blistering hot day at the Tabac Classic GP

Assen and the rate of attrition was high. Kevin Abbring took a commanding lead at the start, but dropped out after just one lap when the

steering of the AC Cobra let him down. With Michiel Campagne starting from the pits in the big GTP Corvette, it was Roelant de Waard who

was now leading in the Shelby Mustang, followed by Peter Brouwer in the Lotus Elan. The CT08 battle was decided early on when





Marcel Wentzel and Magnus Lillerskog collided. Both Lotus Cortina's were out, leaving a clutchless Gerrit Jan van Leenen to cruise to a class win, although getting away after his pitstop was a challenge. A short safety car interlude to remove the stranded Swedish Lotus Cortina meant many teams decided to pit early. It was now

very close at the front with Roelant de Waard in the Shelby Mustang, Peter Brouwer in his Elan and the Armand/Sam Adriaans Cobra all in close contention, while Andy Newall was catching them all in Rhea Sautter's E-type. Kalff and Campagne had a method to their madness though, the Corvette Grand Sport starting from the pits meant they had their driver and

car change timed to perfection. Kalff put down the pedal in the Corvette to catch the leaders, while Campagne took over the Mustang ahead of all the other touring cars. Newall put up the most resistance, but it was Allard Kalff who took the spoils, while a pitlane speeding offence cost Newall/Sautter second place, that was handed to

Roelant de Waard. Sam and Armand Adriaans finished fourth in the Cobra. In fifth were Kalff and Campagne again, also winning the touring car class from Hemmo Vriend in his Ford Falcon Sprint, with Phil Anning third in the first of the Mini Coopers. GTS11 was a Porsche 911 benefit, but this time Thijs and Theo van Gammeren were victorious with



Erwin van Lieshout second and Holger Felske holding up MGB honours in third. What about the Lotus Elans? They lived up to their

reputation of being fast but fragile. He started the weekend with six of them but only one arrived to the end, it was Alex Korfe who deserved

ly took home the GTS10 winners' trophy.

Full results are here: <https://racere->

results.nu/Results/organisator/2023?evenement=TT-Circuit+Assen&race=TABAC+Classic+GP+Assen+2023





Fast but fragile

The Lotus Elan is very popular in SuperSixties this year and very often they can surprise the bigger engined cars. Fastest of the bunch at Assen was Philippe Vermast, who bounced back from a frustrating Spa weekend with a superb win on Saturday. It was touch and go though, as the engine nearly cried enough

when Philippe had to dig deep to stay with the leaders. The safety car offered some relief and in the second half of the race he had one eye on the track and the other on the oil pressure gauge. He was still very fast though and with a little help from the very strict officials, he took the overall win. Wisely he decided to end the

weekend on a high and skip the second race. Mats Ek was also in the wars, he touched one of the tire stacks and it ended up underneath the car. That ended his weekend. There were three more Elan drivers who ran in some sort of trouble: Lars Bondesson, Ulrik Weiss and Peter Brouwer all retired, leaving just one

survivor. On the hottest day of the year it was Alex Korle who kept his head and his engine cool to secured the GTS10 trophy. Well deserved!





New face: Ulrik Weiss

One of the nicest looking Lotus Elans we've seen was brought to Assen by Danish racer Ulrik Weiss. While his son Alexander was cleaning up in F3, winning both races, Ulrik was having a tough time in SuperSixties. Being used to racing at Mickey Mouse tracks, he had trouble adjust-

ing to Assen's fast corners. So much so that after 40 minutes of racing he had to stop on the slowing down lap to get some fresh air. Mind you, the fact that he had the heater on (the car is road registered and fully road equipped) may have had something to do with it. Ulrik wants to

sell his Lotus Elan so he can finish the build of his new car, a Ford Falcon Sprint. The little blue Lotus is full FIA spec with HTP. Drop us a line if you're interested and we'll put you in touch with him.





South-African connection

You could be mistaken and think Jan-Willem Andre de la Porte is a new recruit to the series. In fact he is a returnee, having raced extensively in NKHTGT and many other historic races with a Shelby Mustang in the past.

That was an original and now very valuable car, so it is no wonder he sold it some years ago. Now Jan-Willem is back with a freshly built 350GT replica with a distinctive livery, a reference to his spiritual home country. He is

a racer through and through, he drove his first off-road race in South-Africa when he was 15. Jan-Willem is still very active there, with a mouthwatering collection of historic racers in his garage, including another GT350,

Datsun 240Z, Ford Escort Mk1 and a Capri Perana. He likes to keep busy, amongst many things he is managing the careers of up-and-coming racers Sam Dejonghe and Arnold Neveling.





Like father like....

Historic racing is very often a family affair. It is great to see a new generation taking up historic racing and getting to know the ropes. At Assen it was Thijmen de Vries who impressed everyone with his pace in the Mini Cooper S, coming 6th overall in race. Sam Adriaans is another driver who impresses, safe yet fast in the AC Cobra he is sharing with his father Armand, he will surely

be on the podium in the near future. Hanna Grade is on a steep learning curve in her first season with the Lotus Cortina, but not that far behind her father Alexander Korle. She will soon overtake him... We nearly forgot to mention Thijs van Gammeren, who took a class in with his father Theo in the Porsche 911. Not quite a young hotshot anymore, Thijs is still one of the

fastest drivers in SuperSixties. Away from the racetrack, he is busy raising the third generation Van Gammeren. We can't wait to see them on track...

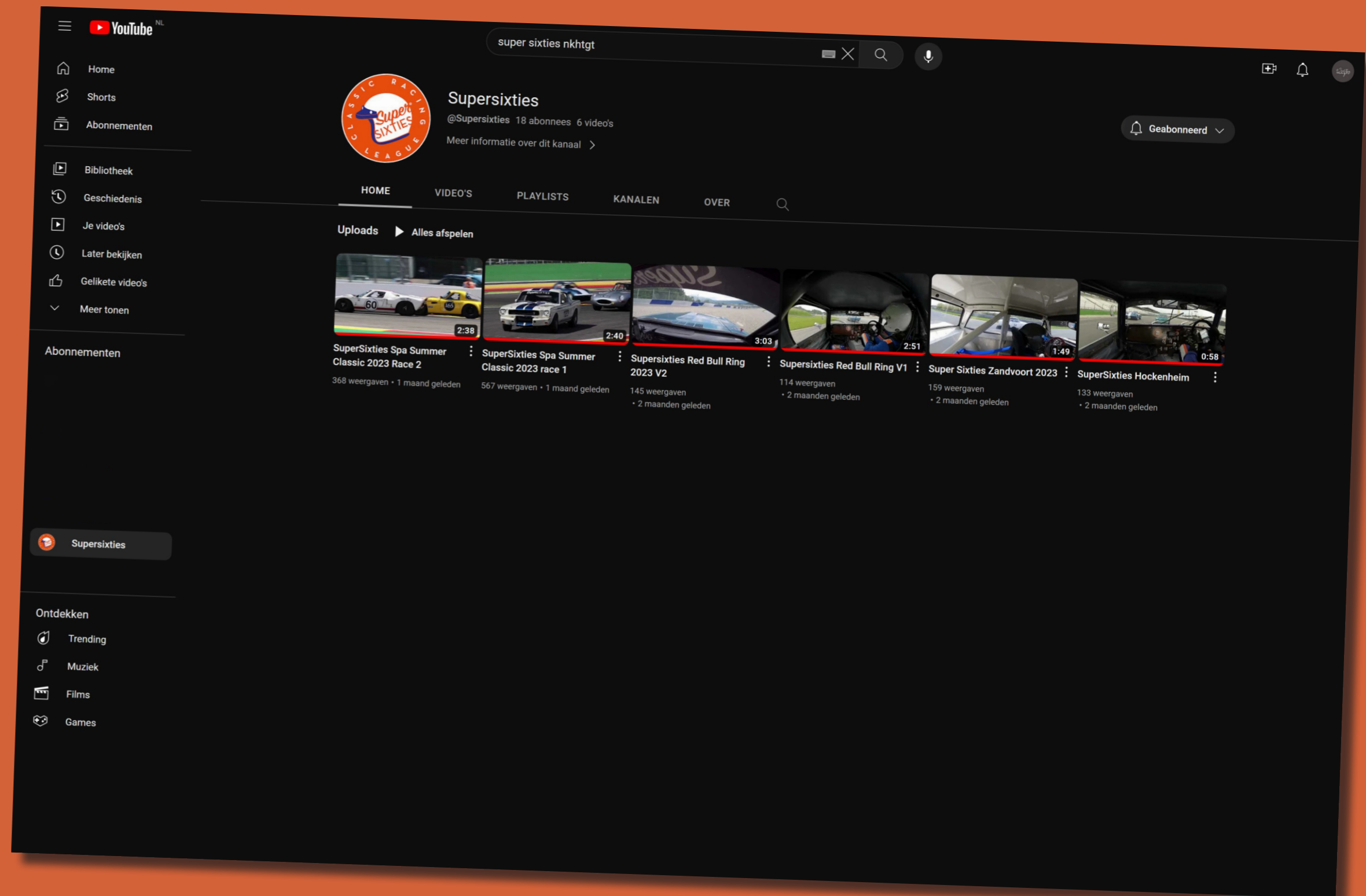




Next stop: Dijon

We are fully booked with 50+ entries! Not surprising with the 300 km plus a normal race on offer for our regular entry fee. Sorry to disappoint you. There may be one or two cancellations though, so if you are really motivated to compete, just contact us through race@nkhtgt.nl. We will put you on the reserve list and keep you posted if a spot comes available.

Did you know that the SuperSixties has its own YouTube channel?
Subscribe to the Super Sixties YouTube channel and never miss another one of our showreels of the wonderful racing events where the Super Sixties have made their appearance.
Turn on your notifications and always be one of the first to enjoy our media team's achievements





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