

SuperSIXTIES[®]
CLASSIC RACING LEAGUE



UIT DIJON-PRENO

magazine





Qualifying: always the sun

The low sun caught out a few people in today's SuperSixties qualifying session. Three stranded cars caused a red flag. Alex Korle bumped his Lotus Elan's nose and Frank Weidema's Mini

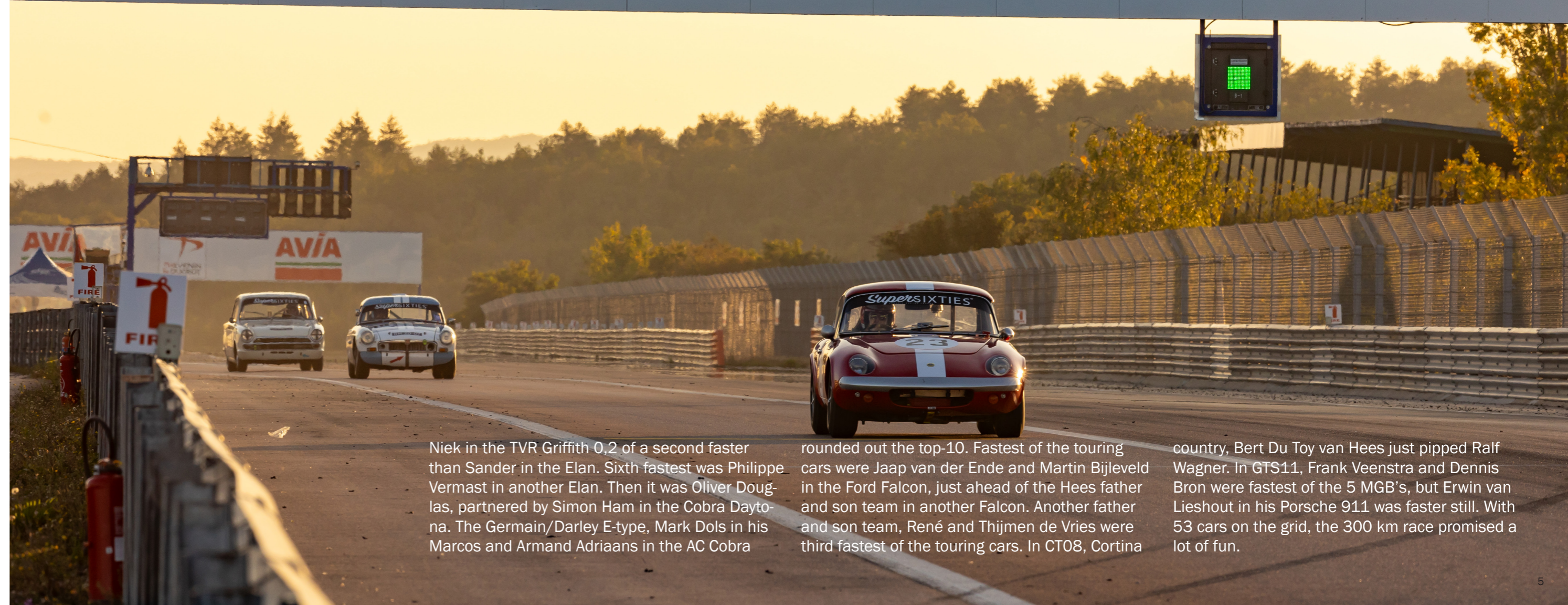
Marcos lost a wheel, but it all looked fixable. Fastest of everyone was Kennet Persson in the Ford GT40. The Campagne-Izaks Corvette GS was another visitor to the gravel bed, causing

the session to be red flagged with a few minutes still to go, yet they still posted second fastest time. First of the Lotus Elans was Bob Stevens, just ahead of the Van Gils family,





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Niek in the TVR Griffith 0,2 of a second faster than Sander in the Elan. Sixth fastest was Philippe Vermast in another Elan. Then it was Oliver Douglas, partnered by Simon Ham in the Cobra Daytona. The Germain/Darley E-type, Mark Dols in his Marcos and Armand Adriaans in the AC Cobra

rounded out the top-10. Fastest of the touring cars were Jaap van der Ende and Martin Bijleveld in the Ford Falcon, just ahead of the Hees father and son team in another Falcon. Another father and son team, René and Thijmen de Vries were third fastest of the touring cars. In CT08, Cortina

country, Bert Du Toy van Hees just pipped Ralf Wagner. In GTS11, Frank Veenstra and Dennis Bron were fastest of the 5 MGB's, but Erwin van Lieshout in his Porsche 911 was faster still. With 53 cars on the grid, the 300 km race promised a lot of fun.



Race 1: two Hours of excitement

How exciting can a 300 kilometre race be? It was Lotus Elans versus Ford GT40 from start to finish. Bob Stevens, Philippe Vermast, Sander and Niek van Gils and Charlie and Ross Hyett all took the fight to Kennet Persson in his Ford

GT40. The van Gils Elan was eliminated in an altercation with the GT40, while Bob Stevens dropped back to fourth when his rear tires gave up. The Hyetts and Vermast kept the pressure on and were only a few seconds behind Persson

after two hours of hard racing. However, after the race the scrutineers took issue with the gnition of these cars and they were duly disqualified, so Bob Stevens was promoted to second. Michiel Campagne and Jasper Izaks



were unlucky and finished 4th in the GTP Corvette, behind GTS12 winner Roelant de Waard in his Shelby GT350. Luc de Cock (Lotus Elan), Rappange father and son (Porsche 904), Armand Adriaans (AC Cobra), Jos Stevens and Marc Morawietz (Lotus Elans) and Mark Dols (Marcos) rounded out the top-10. Erwin van Lieshout took the GTS11 spoils in his Porsche 911, from Egbert Kolvoort and Waterhouse/Tonks in their MGB's. Alexander Schlüchter drove an impressive race in his 1,2 litre Lotus Elite and Frank Weidema bounced back from an unlucky practice day by running like clockwork in his Mini Marcos. Hemmo Vriend won the touring car class in his Ford Falcon, from Ralf Wagner in his Lotus Cortina. Third went to Bijleveld and Van der Ende in their ducttape special Falcon, after the De Vries Mini and Hees Falcon retired late in the race.





Race 2: short but sweet

Sunday's SuperSixties race at Dijon was short but sweet. Kennet Persson led from start to finish in the Ford GT40. Michiel Campagne could not keep up in the Corvette GS, instead he was being harried by Bob Stevens in the Lotus Elan. In fourth was Roelant de Waard, with Jop Rappange in the Porsche 904-6 reeling him in. Not far behind, Armand Adriaans in his AC Cobra had the Lotus Elans of Luc de Cock and Jos Stevens in his mirrors. It looked like we were set for a thrilling finale. Alas, it was not to be. Frans van Maarschalkerwaard (Shelby GT350) was at

the head of a train with Björn Hees (Ford Falcon), Nigel Winchester (AC Cobra) and Ralf Wagner (Lotus Cortina). Going into turn 5 the Falcon split an oil line and spun on its own oil, collecting the Cobra on the way. Both drivers were OK and the bent cars quickly removed, while the field was circulating behind the Safety Car. The oil from the big V8 was another story though. It was all over the track and there was no other option than to red flag the race. So the top-8 remained as before. The ever improving Marc Morawietz took 9th in his Lotus Elan, while

Christoph Germain finished 10th in his E-type. In GTS11, Erwin van Lieshout was first across the line in his Porsche 911. Jaap van der Ende had an eventful race. First he had a huge spin, then the Ford Falcon's bonnet flew off. He still won the touring car division, from Ralf Wagner in his CT08 class winning Lotus Cortina and Hemmo Vriend in another CT10 Falcon. Thanks to HVM for a smoothly organised weekend.









Meet the mechanics

As Percy Sledge used to sing: Behind every great driver there is a great mechanic. This is even more true in historic racing where it is not simply a question of bolting on some new parts fresh from the factory.

Which is why we present you a couple of the unsung heroes who work tirelessly before and during the weekend so that the drivers can bask in glory. Klaas van Vuure has been around racing for over 50 years and prepares the Stevens' Lotus Elans. He is also

the go to person for just about anyone with a problem, for repair advice or to borrow that elusive tool or part. The big Corvette of Michiel Campagne is prepared by Joris Molenaar. He knows the car so well he can fix it blindfolded. The Rappange stable of

Mini Coopers and Porsche 904-6 is tended by former racer Hennie Weijers, ably assisted by Kelly Voetelink. If you want a quick V8 Ford, Joeri Monné is the guy to talk to. Wietze Blom is Mr. Mini, in addition to which he is also an ace panel beater.





Then there is Achim. He is very quiet, but his cars are always immaculately turned out, very quick and 100% reliable. We had four of his built racing at Dijon (2x Lotus Elan, Cortina and Elite) but there are many more around! Jarno van Haaren dynoes a lot of SuperSixties cars on his rolling road,

and can be found in the paddock tending to the Van Gils stable of TVR Griffith, Lotus Elan and MGB. This is just the tip of the iceberg, there are many more spanning talents around in SuperSixties. Which is why we will make this a regular feature in SuperSixties Magazine.





Three Stop strategy

In the 300 km race there were three compulsory pitstops. At 2,5 minutes each they were rather long. This was a necessity to maintain a level playing field, as some of the competitors needed to take on fuel. Most had a big tank and just about managed two hours of running. The

winning Ford GT40 made two stops. Jacques Smeer was the only driver to take on fuel three times. At first we thought it was because he liked the idea of a full service petrol station, a rare occurrence these days, but it turns out his Shelby GT350 simply has a very small fuel tank.





New faces

The 300 km race attracted yet more fresh recruits to SuperSixties. Ross Hyett is well known as a very successful historic racer, but he is famous for retrieving 2.364 bars of silver from a cargo ship that was sunk in WWII. In a secret operation, he retrieved this treasure from the bottom of the Indian Ocean. With his son Charlie he

pedalled a very quick Lotus Elan. David Waterhouse (did you know he has raced in Formula 3 at Zandvoort?) had roped in Calum Tonks as his co-driver. They did rather well together, finishing third in class and 2nd of the five MGB's in the 300 km race. Simon Ham is another well-known name in historic racing circles. He was due to share the

Shelby Daytona with Oliver Douglas. Unfortunately, water in the oil ended their weekend prematurely. Philippe and Dominique Raffin entered their Lotus Cortina and finished both races in style. Roel de Groot shared Marcel van Laarhoven's Shelby Mustang GT350. Roel and Marcel race purely for fun. They even made a pitstop for

a driver change during the sprint race! Most unlucky of all was Marcel Kutak. He managed just two laps in qualifying and had gone home before we could say hi. We did not even manage to take a picture. Do come again Marcel!





Thanks for a great season

That was it... With 12 races on 6 different circuits, we look back on what has been a great SuperSixties season. We want to say thanks to all the competitors as well as the organizers at Hockenheim, Zandvoort, Red Bull Ring, Spa, Assen, and Dijon. We had a record 100 drivers from all over Europe competing in over 80 cars. Thanks to Carlo and Tobias we have loads of

great photographs and footage. We will present you with a season review in due course. And please note that 2023 is not all over yet: our season ending party will take place on December 2. We expect to see you there! Meanwhile we are working hard on the 2024 calendar, which we will present there.

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