

Supersixties



wishes to thank you all
for a great 2023 season.

Have a Merry Christmas and see
you on track in 2024!



SuperSixties champions crowned

We had our annual party at the Healey Museum in Vreeland, between Utrecht and Amsterdam. A jolly time was had by all, as museum director Hans van de Kerkhof (a former racer with us, of course) and his team kept us well supplied with food and drink. We were especially pleased with the large delegation that came over from Germany, plus Kennet Persson who travelled all the way from Sweden. A surprise visit from Sinterklaas and Piet kicked off proceedings. Frank Weidema and Marcel Peter were in Sinterklaas' Great Book because of some misdemeanours. After they promised not to do it again, they were sent on their way with the traditional chocolate letter.

Then it was time for the prizes! There were a lot of trophies to hand out. We started with the class trophies and then moved over to the overall results. We did not publish our rankings this year, but we will return to doing this in 2024 as we notice they are appreciated, at least by those who are near the top! The secret to winning the huge NKHTGT Challenge Trophy is entering and finishing all races in a class that is fairly well supported. Gerrit Jan van Leenen and Bert Du Toy van Hees did just that in their Lotus Cortina. They scored a DNF at Assen though. Just before the first race, the car would not start. When it finally did, the bonnet was not fastened and flew open on the first lap.... That allowed Roelant de Waard, who had scored a DNF early in the season at Hockenheim, to close the gap. At Dijon there was all to play for. With a big entry in GTS12 and a smaller one in CT08, Roelant had the opportunity to score enough points to take the lead in the table and hang on to the trophy he had secured the year before. A problem presented itself though, when the gearbox of the Shelby Mustang GT350 developed some issues. With just an hour and a half to go before the race, time was tight. It was fellow competitor Oliver Douglas who mobilized the troops and set to work

changing the transmission. Job done, Roelant took a class win and secured his second title in two years. Gerrit Jan van Leenen and Bert Du Toy van Hees came second while Armand Adriaans, with occasional help from his son Sam, was third overall.

The Michel Oprey Memorial Trophy, which consists of a pair of very special racing boots made by Ciccio, fixed to a set of pedals presented in a Perspex case is awarded every year to the most consistent driver. In the latter years of his career, Michel Oprey was never very fast in the dry, but when it rained his laptimes did not drop. We will never know if he was so good in the wet, or if he simply did not notice the rain. There are several types of consistency, and this year it was not about laptimes. It was about trying hard, maybe a little too hard at times and being unlucky. Yet trough it all they remained consistently enthusiastic, which is why Hanna Grade and Marcel Wentzel were awarded the 2023 The Michel Oprey Memorial Trophy.

The Rookie Award for young drivers was won by sisters Fabienne and Tiziana Mutschler. They could not make it to Vreeland but we will make sure they receive the metalwork.

The dinner was further enlivened by the presentation of our 2024 race schedule, the 2023 video (check out <https://youtu.be/ibKrichkOzY>) made by Thobias and Carlo and the presentation of the 2024 SuperSixties yearbook. We also said goodbye to our treasurer Erwin Boon appointed as Member of Merit and our long-time secretary Egbert Kolvoort. Egbert's was made Member of Honour in lieu of his 19 years of service.



Season review 2023

With 100 drivers competing in 80 different cars there was a lot going on in 2023. Let's take a quick look at the various classes. There were not many small GT's, in fact only one, a little blue Lotus Elite pedalled by Alexander Schluchter. Where are those Elites, Ginetta G4's, Djets and Spridgets? For 2024 we hope to

tempt some Midgets and AH Sprites by allowing them to run to their later homologation with a 1275 engine and disc brakes. In GTS10 we saw a record number of Lotus Elans competing, 15 in total. Bob Stevens was the winningest driver with 5 class wins, but his father Jos was the most consistent scorer and

won the 2023 class trophy. There were many other class winners over the season: Luc de Cock, Philippe Vermast, Sander van Gils, Ross and Charlie Hyett and Alex Korle. Peter Brouwer was fast in his freshly built car, but had a difficult season. GTS11 saw loads of MGB's, two Porsches 911

and a single Triumph TR4. It was former champion Erwin van Lieshout who took 6 class wins, while Thijs and Theo van Gammeren won 5 times. With Egbert Kolvoort winning once, the final score was Porsche 11- MG 1.





The big GT class is always the best supported and 2023 was no exception. A total of 18 Shelby GT350s, Cobras, E-types, TVR's and Healeys battled it out. Roelant de Waard took 6 class wins, but there was plenty of opposition. At the Red Bull

Ring Bas Jansen was unbeatable in his AC Cobra, winning twice and even taking the fight to the GTP cars with success. Assen promised more of the same, especially as Kevin Abbring was Bas' co-driver, until the steering broke. At Spa, the

Thompson TVR Griffith was in a class of its own and won twice. Rhea Sautter and Andy Newall won the second race at Hockenheim in the E-type. Armand Adriaans, with occasional help from son Sam, never managed a class win, but 7 seconds





saw the AC Shelby Cobra end up second in class. Third place went to the very consistent pairing from France, Bernard Wilhelm and Erwin van Gelder in the Jaguar E-type. It was good to see a couple of small touring cars

out. Graziano Tessaro joined us in Austria in his Abarth 1000TC and was a crowd favourite, especially when he fought with Frits Campagne, who campaigned a little Ford Anglia. Then of course there were the Mini Coopers and as ever they

were showing many a larger car the way around the track. At Spa we had a great spectacle with a red, white and blue Mini battling it out. Father and son Rene and Thijmen de Vries came out on top of the table, from Alexander Schlüchter.



The Rappange family, Rob, Jop and Dante juggled two Mini's between them but were dogged by reliability issues and ended up 3rd and 4th in the standings coming together with the Wentzel Cortina at Assen. Apart from nine Lotus Cortina's we also welcomed two Alfa Giulia TI's, with Günter Zahnenbenz and Francois Leloutre to provide variety.





The big touring car class was a bit less well attended than in previous years, with just two entries in the early races, although this grew to six in Austria. Hemmo Vriend took just one win, but was very consistent, scoring no less than 7 seconds to take the class title in his Ford Falcon. Martin Bijleveld and Jaap van der Ende scored two wins to take second while Bart-Jan Deenik was also a

double winner; he ended up third. All in Ford Falcons of course, although Allard Kalff and Michiel Campagne won at Assen in a Mustang. The small GTP class was not very well contested, with the Rappange Porsche 904 making four appearances to score just a few points more than Mark Dols in his Marcos GT. Potential competitors in this class are Frank Weidema and Greg Carini in their Mini Marcoses. Although homologated in period G1, we will accommodate the Mini Marcos





Michiel Campagne, at times partnered by Allard Kalff and Jasper Izaks, took the Corvette Grand Sport to five wins in GTP>2500. The best one was surely at Assen, where Michiel and Allard won GTP>2500 and CT10 in the same race, switching cars half way! Kennet Persson won four times in his GT40 to come second overall. Jan Kling (Ford GT40) won once in Austria and is third in the ranking. Finally there is our invitation class for cars that do not yet have an FIA HTP. We had some promising new cars that we hope will return in '24 with all paperwork in order. We do not award any trophies in this class, but Dennis Bron deserves a shout-out for being the fastest of them all in the oldest car in the field, his super '50-ies MGA twin cam.





SuperSixties 2024: Plus ça change, plus c'est la même chose

Our success is based on continuity, so our 2024 regulations will be very much like those of 2023. If your car has an FIA HTP, is running on Dunlops and you have an FIA ASN issued EU/National licence, you are all set to race with us. Yes, we do have an invitation class, but make no mistake: to be accepted to run in that,

you still need an FIA appendix K compliant TC, GTS or GTP car that was built before 1966. Not only do you need to convince our scrutineers it is appendix K compliant, we also need proof you have an HTP application in progress. And before you ask: Dunlops only! There will be some changes to the SuperSixties

board in 2024, subject to approval in our AGM that will take place in the spring. Our treasurer Erwin Boon and our secretary Egbert Kolvoort are stepping down. We have a pair of candidates to replace them lined up. Ford Falcon racer Hemmo Vriend is prepared to take on the finances while our PR man Jan-Bart

Broertjes has agreed to take over the secretarial duties. The general idea is that it will be business as usual and you will not notice much difference. Especially as Egbert has promised he will continue to do the prize givings!





Thanks, tall guy!

For the past 19 years there has been one constant factor in the SuperSixties/NKHTGT success story. Our journey has been turbulent at times, but through it all one man has been standing tall – literally. It is of course our secretary Egbert Kolvoort. Over the years he has sent out many hundreds of e-mails and dealt with about 4000 race entries. He has liaised with the KNAF and FIA about our rules and regulations. He has dealt with all the silly questions drivers can come up with, and the occasional

one that makes sense. He has also ordered the prizes, collected them and made sure they arrived at the track – just so he could then hand them out, accompanied by one of his witty speeches. For years we have been telling him that he is irreplaceable. We still think he is, but Egbert is of the opinion that we are ready to face the world without him. So be it. He has promised to keep racing his trusty white MGB, so at least we are assured of his humorous presence in the paddock. In fact, without

the secretarial burden on his shoulders, we reckon he will be about 2 seconds per lap quicker! All joking aside, on behalf of all SuperSixties drivers past and present, we wish to offer our sincere thanks for what has been a truly mammoth contribution: thank you, tall guy!



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RACE CALENDAR 2024

26 - 28.4	SPA FRANCORCHAMPS	QLY 30" - RACE 2X40'	110"	€ 995	105 DBA
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12 - 14.7	BRANDS HATCH	QLY 30" - RACE 2X40'	110"	€ 1095	105 DBA
13 - 15.9	ASSEN	QLY 25" - RACE 2X40'	110"	€ 895	105 DBA
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