

# Supersixties

CLASSIC RACING LEAGUE



## MAGAZINE



## ASSEN EDITION



## Qualifying

Remember that great scrap at Assen between Bob Stevens and Andy Newall a couple of years ago? It looked like another E-type versus Lotus Elan battle was on the cards at this year's Tabac Classic GP. Andy Newall/Rhea Sautter took pole in the Jag, with Bob Stevens second in the first of

the Lotuses. Alexander Weiss set third fastest time in the blue Elan he shares with his father Ulrik with Luc de Cock in his yellow example fourth fastest. The fastest V8 was only fifth, Roelant de Waard in the Shelby Mustang. Jos Stevens was sixth in yet another Elan. Jasper Izaks

qualified Frans van Maarschalkerwaart's Shelby in 7th with father and son Adriaans in 8th in the Cobra. Carlo Hamilton and Jaap van der Ende headed the touring car times in their Ford Falcons until SuperSixties debutant Lukas Stiefelhagen split them with a demon lap in the Morris Cooper S.

Rene and Thijmen de Vries were next in more Coopers, then Hemmo Vriend and Cees Lubbers in more Falcons with the Lotus Cortinas making up the rear of the touring cars, headed by Marcel Wenzel. In GTS11, Thijs van Gammeren was very fast in the Porsche 911 with Erwin van



Lieshout second in his Porsche and Brian Lambert third in the first of the MGB's. Raymond Klompstra's TVR Grantura proved a match for the MG's on his first taste of SuperSixties. With the Rappange family starting from the back, there are were plenty of ingredients for an interesting first race on Saturday.



Supersixties<sup>®</sup>

48

GT350

VMH  
ONTWIKKELING

TOE WAGENBESITZERS  
WILLAGEN





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## Race 1 – Weiss wins

Saturday's SuperSixties action kicked off with a demon start from Roelant de Waard. Unfortunately, he braked slightly too late for the first turn and the big Shelby Mustang went

wide. Bob Stevens had to take avoiding action. Later on the lap Alexander Weiss, having dealt with Rhea Sautter in the E-type, shot through on the inside into a lead he was to keep for the

entire race. The father and son team from Denmark sensed a chance of victory and decided not to change drivers. Bob Stevens shadowed Roelant de Waard for a number of





laps, then successfully passed him to make it a Lotus Elan 1-2. Sam and Armand Adriaans finished 3rd on the road in their Cobra but were classified 5th because their pit stop was too

short. So Roelant de Waard took third and Rhea Sautter/Andy Newall fourth. Luc de Cock and Niek van Gils also collected bonus seconds. De Cock just a few, van Gils a lot. As a result de

Cock was classified sixth ahead of fellow Elan racer Jos Stevens with Van Gils back in 9th behind touring car winner Carlo Hamilton in his Ford Falcon. Thijmen de Vries was second



touring car home in his Cooper S, then Jaap van der Ende in the Falcon and René de Vries in another Cooper. Bert Mets and Lukas Stiefelhagen had pitstop bothers and were 5th touring car home. Erwin van Lieshout had the

better of the Van Gammerens to make it a Porsche 1-2 in GTS11 with series returnee Mark Hope fastest of the fleet of MGB's to take third in class. Raymond Klompstra was faster than the MG's in his TVR but is currently in the invitation

class, which he duly won from Bernd Horlacher in his little Sebring Sprite. In the small GTP class the Ginetta of Nigel Winchester and Chas Mallard was slower than usual but still beat the troubled Rappange Porsche 904-6.









## Race 2: Danish Domination

Alexander Weiss made it two out of two in Sunday's SuperSixties race at the wheel of the Lotus Elan 26R. He also won the two HRA races at the Tabac Classic GP in his F3 Reynard, so a lot of silverware is finding its way

to Denmark. Bob Stevens trailed him home in second in the other blue Lotus Elan. Roelant de Waard again was the only one who challenged the nimble Lotuses in his Shelby Mustang. He dropped back a bit later in the race,

enabling Armand Adriaans (Cobra), Andy Newall (Jaguar E-type) and Luc de Cock (Lotus Elan) to pass him. Dante Rappange drove a storming race in the Porsche 904-6. He finished fifth on the road, but dropped to 7th



because of a track limits time penalty. Niek van Gils was the grand master of time penalties this time, collecting 3 different ones, which was a shame as he was going great guns in the TVR Griffith but ended up 9th (again!) behind Frans van Maarschalker-



waart and Jasper Izaks in the Shelby Mustang. Carlo Hamilton and Jaap van der Ende entertained the crowds with

sideways action in their barges, also known as Ford Falcons. Jaap was ahead at some point, but Carlo was in front when it counted.

He was very lucky, as on the cooling down lap, one of the V8's connecting rods went through the block! The CT07 class battle was

even more entertaining. René and Thijmen de Vries swapped the lead until Lukas Stiefelhagen caught up with them and it





became a spectacular three-way Mini Cooper fight. Thijmen drew the short straw and spun into the gravel, while René de Vries secured the class win by drawing away after the pitstops. It was carnage in CT08, the Lotus Cortina class. Father and son Frasson dropped out with a broken

gearbox, while Gerrit Jan van Leenen ground to a halt with a broken diff. Magnus Lillerskog needed a push start after his pitstop, but still took the class win from Hanna Grade. GTS11 was a Porsche 911 benefit again, but this time it was Thijs van Gammeren who reeled in Erwin van

Lieshout after the pitstops and passed him for the win. The battle for third in GTS11 was equally fierce, between Holger Felske and Mark Hope in their MGB's. It could have been either one of them, until a Felske broke a halfshaft and was forced to drop out. The family honour

was saved by Clara Felske who finished second of the MGB's, albeit some way behind Mark Hope. All too soon those 40 minutes of racing were over.



Thanks to LDP and the Assen Circuit organization for a smoothly run and very enjoyable event. Full results are here: <https://raceresults.nu/Results/organisator/2024?evenement=TT-Circuit+Assen&race=TABAC+Classic+G-P+Assen+2024>.





## NXT Gen

Our former chairman Bert Mets spends a lot of time instructing young talents. If you are

looking for the ultimate thrill, how about approaching Tarzan at full throttle, sitting next

to a 15-year-old who has done 10.000 laps of Zandvoort on the SIM and thinks he knows it

all? Bert truly is a brave man. Some of his students actually listen to him and go on to great things. Lukas Stiefelhagen was rookie champion in the 2023 PTC Cup is currently racing in the international, 100% electric NXT Gen Cup. He is 4th in the standings at the moment and has already scored his first win. Lukas is “sustainability ambassador” for the KNAF and tries to do his bit to make the sport more sustainable. Of course, racing historic cars is extremely sustainable, as our race cars last for decades. Add to that the fact that Bert Mets runs his Mini Cooper on synthetic fuel and Lukas felt right at home in SuperSixties. At 17 years of age, he is our youngest ever driver. He knows Assen well and set the fastest lap in CT07 at 2:09. He actually felt that was a bit disappointing, he was aiming for a 2:07. Lukas had a great scrap with Thijmen and René de Vries, and displayed a particularly interesting trick with his windscreen wipers. We wish him good luck in the NXT Gen Cup and hope to see him again in SuperSixties. You can check his progress on [www.lukasstiefelhagen.nl](http://www.lukasstiefelhagen.nl).





## Beryl B

Many people name their cars, but not everyone will admit to doing so. Mark Hope has no qualms about it though. He brought along Beryl B, one of his stable of MGB's, to race at Assen. It

has been a while since we had him with us, but Mark has been piling on the racing miles elsewhere. He has clearly lost none of his pace. Brian Lambert and Holger Felske beat him in

qualifying, but in both races Mark was first MGB past the post. Mechanics Phil and James were kept busy fettling bodywork and a wheel bearing, while Frances was overseeing things as



usual. Mark has promised he will be back and he may invite none other than Jason Minshaw to share the car and hopefully beat those 911's!





## Return of the red Falcon

Cees Lubbers has missed a fair number of SuperSixties races recently due to knee trouble. An occupational hazard of course, since his right leg leads a hard life with all the pedalling he does in his collection of race cars. It was good to have Cees back on board at Assen, his Ford Falcon Sprint looking immaculate. It did blot its

copybook with a front suspension failure though, rendering Cees a passenger and burying itself in the Strubben gravel trap. Luckily it was an easy fix and Cees was back out on Sunday.







## Fair game

It was carnage in several races at the Tabac Classic Grand Prix, with Safety Cars, red flags and some seriously damaged cars. Not in SuperSixties though, where we saw nothing but fair battles on track, with close but fair racing between Mini's, Porsches, Cortinas,

throughout the whole field in fact. Lapping backmarkers as well as being lapped by faster cars can be fraught, but there were few problems at Assen. We know of only one instance where contact was made, inadvertently, and that was dealt with by both drivers in Parc Fermé

immediately after the session. That's how we like to see it. Apart from a short virtual safety car interlude to remove a stranded car, there were no interruptions and we enjoyed our full track time in all sessions. Great stuff. Compliments to all SuperSixties drivers at Assen, this is



the best advertising imaginable for historic racing!



## Green Grantura

When we saw it at the Spa 3 hours, we were immediately drawn to Raymond Klompstra's TVR Grantura Mk. 3. The lurid green colour brought back memories. This car has an interesting and long history. It was previously owned by Peter Ecury, the Dutch journalist and historic

racing driver. He drove it in the predecessor of Super-Sixties/NKHTGT in the 1990's and even entered it in the Coppa Italia road/race rally. A scruffy car even then, after 25 years of neglect it needed a total restoration. Which is just what Raymond treated it to, making it safe,

reliable and FIA-legal. As a mark of respect to its racing past, it has kept its bright green paintjob. With MG mechanicals but less weight, the Grantura is an MGB-bearer. Raymond also races a TVR Vixen and Assen is his local track, so it did not come as a surprise that he was



indeed faster than the B's, even though he was still getting used to the peculiarities of the Dunlop Racings. He did run in the invitation class, as the HTP is still a work in progress.



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## Last chance for Dijon

Our Dijon event, including the 300-kilometre race, offers unrivalled track time for the money. No surprise then that the entry list is full. Of course there are always some last-minute changes. If you want to participate, get in touch pronto and we will see what we can do. All info is on the website <https://www.supersixtiesracing.com/race-with-us/> - or simply send an email to [race@nkhtgt.nl](mailto:race@nkhtgt.nl).





OCT 4-6

DIJON MOTORS CUP  
QLY 45" - RACE 1X120" + 1 X 30"

|    |       |                          |                      |       |
|----|-------|--------------------------|----------------------|-------|
| 1  | GTS12 | Rhea Sautter/Andy Newall | Jaguar E-type        | 167.4 |
| 2  | GTS10 | Luc de Cock              | Lotus Elan           | 149.2 |
| 3  | GTS12 | Roelant de Waard         | Shelby Mustang GT350 | 145.4 |
| 4  | GTS11 | Erwin van Lieshout       | Porsche 911          | 144.6 |
| 5  | CT10  | Jaap & Jack vd Ende      | Ford Falcon Sprint   | 139.2 |
| 6  | CT10  | Hemmo Vriend             | Ford Falcon Sprint   | 124   |
| 7  | GTS11 | Barbara & Brian Lambert  | MGB                  | 106.4 |
| 8  | GTS12 | Armand & Sam Adriaans    | AC Shelby Cobra      | 104.6 |
| 9  | GTS11 | Holger Felske            | MGB                  | 100.6 |
| 10 | CT08  | Magnus Lillerskog        | Lotus Cortina        | 97.4  |

You can check the complete ranking here: <https://www.supersixtiesracing.com/standings/>

## Points taken

Rhea Sautter and Andy Newall are still at the top of the table and have increased their lead over Luc de Cock to 18 points. Roelant de Waard is in third, but will not come to Dijon.

Brian and Barbara Lambert have dropped out of contention. The gearbox broke in race 1 at Assen, so they scored no points at all. Consistency is king, to finish first, first you have

to finish. Especially with a 2-hour race at Dijon, just about anything can still happen. If it does, Erwin van Lieshout and Jaap & Jack van der Ende are also still in with a chance.





## Colofon

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