

Supersixties

CLASSIC RACING LEAGUE



MAGAZINE

DIJON EDITION





Qualifying hares and hounds

Frank Weidema opened proceedings with a gravel trap excursion. After a Manitou pulled him out and sent him on his way, qualifying proper could get underway. A couple of Sports 2000 hares kept the SuperSixties drivers eager. Kennet Persson was fastest in the Ford GT40 in 1:35.5

with Sautter/Newall in the E-type 0.6 of a second behind. Bob Stevens and Luc de Cock were next up, followed by the Rappange father and son team in the Porsche 904-6. Christophe Germain in the TVR, Adriaans/Adriaans in the Shelby Cobra, Jos Stevens in the Lotus Elan, Oliver

Douglas/Simon Ham in the Cobra Daytona and Van Maarschalkerwaart/Izaks in the Shelby Mustang GT350 rounded out the top-10. In GTS11 it was Porsches before MG's as usual, with the Van Gammerens ahead of Erwin van Lieshout, then series debutants O'Reilly and Young in

the first of no less than 8 MGB's. In touring cars it was close. Jaap and Jack van der Ende just piped Bart-Jan Deenik/Jaap Sinke, both in Ford Falcons with the Colinet Alfa GTA only just behind. Then it was more Falcons with Henk van Gammeren and Hemmo Vriend. Smokin' Jop Rappange's

Mini was faster than Bernd Horlacher in the other Cooper, but would not attempt the 300 km race. Magnus Lillerskog/Uno Johanssen were fastest of the Lotus Cortinas but with a lot of panel beating to be done it was questionable whether they would be able to race.







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Race 1 – poster boy does it again

Kennet Persson's Ford GT40 once again featured on the event poster of the Dijon Motors Cup. So he did what was expected of him and won the race. At first it did not go well for him. After the start he dropped to 18th with gearshift problems. He found a way around them and started moving up the order. Meanwhile Andy Newall (E-type) and Bob Stevens

(Elan) were contesting the lead. Jack van der Ende made a great start in the orange Falcon and led the touring cars from the Deenik/Sinke Falcon and the Colinet family's Alfa GTA. In GTS11 there was heartbreak for the Van Gammerens as their Porsche 911 expired on the opening lap. Erwin van Lieshout duly took the lead from the O'Reilly/Young MGB with fast

starting Brian Lambert quickly moving up to third in class, helped by the fact that Egbert Kolvoort and Holger Felske were in the pits with various issues. After the first series of pitstops Bob Stevens was in the lead, Persson second, the Douglas/Ham Cobra Daytona in third, then Luc de Cock in the Elan while Sautter/Newall had dropped to 5th.



The Van der Ende Falcon gave up the ghost after 30 minutes, leaving Deenik/Sinke with a healthy lead from the Colinet GTA which was being harried by Hemmo Vriend and Henk van

Gammeren in their Falcons. Dominique Raffin and Hanna Grade in the two remaining Lotus Cortinas were quite close until Hanna had to abandon ship after 22 laps. Bernd Horlacher

was the only Mini driver to attempt the 300 km ... he lasted only 3 laps. Frank Weidema's Mini Marcos did much better and ticked off 59 laps - proving that it can be done with an A-series!



There were various pitstop infringements and the most affected was Bob Stevens. He was just 0,2 of a second too fast on his third stop, but the 5 second stop-and-go dropped him to third behind Newall/Sautter. Oliver Douglas and Simon Ham were the last unlapped finishers in 4th. Next up were Luc de Cock and Armand and Sam Adriaans in the Cobra on 66 laps. Frans van Maarschalkerwaard/Jasper Izaks were

first of the Shelby GT350's, ahead of Jos Stevens (Lotus Elan) and Regis Devis (Shelby GT350). Erwin van Lieshout was never threatened in GTS11, with Darley/Gronfier second in the first of the MGB's, then Brian and Barbara Lambert and Fabienne and Tiziane Mütschler. The small GTP class went to Mark Dols in the Marcos 1800 from the Rappange Porsche 904-6 and Nigel Winchester in the Ginetta G4R. Bart-Jan

Deenik and Jaap Sinke were victorious in touring cars, with Hemmo Vriend in second, beating the Colinet Alfa GTA by just 6 seconds. The invitation class went to Rob Bergmans in his Iso Rivolta. With just one short safety car interlude to retrieve the Ek/Hillebrink Lotus Elan from the T9 gravel trap it was a clean race.









Race 2: the final episode

After two days of sunshine, Sunday started foggy. Naturally the sun came out for SuperSixties! Kennet Persson led away from the start in the GT40, followed by Simon Ham in the Cobra Daytona and Luc de Cock in the little Lotus Elan. Dijon is hard on Porsches;

this time it was Erwin van Lieshout who retired his 911 on lap 1. That turned GTS11 into an MGB only battle, with the exception of Steven Tonneman 's Triumph TR4. Basile Gronfier led this train, from Didier Bourdot and Tiziane Mütschler. In touring cars Bart-Jan Deenik was

in the lead but Thijs van Gammeren was closing in. The Colinet Alfa GTA was the first non-V8 in third, with Hemmo Vriend in hot pursuit in the third of the Ford Falcons. With Persson and Ham secure at the front, Bob Stevens took over third in his Lotus Elan

with fourth being contested by De Cock, Armand Adriaans in the Cobra and a certain TVR that failed the post-race weight check and therefore will not be mentioned. In GTS11, Gronfier was now being chased by Brian Lambert and Holger Felske. Meanwhile, Mark Dols exited the stage in a





cloud of steam from his Volvo engine. The race was now in its final stages. Behind Persson, Ham, Stevens and De Cock it was Jop Rappange in the Porsche 904-6 who snatched 5th from Adriaans. Malivai Castelli took 7th in his Lotus Elan with Thijs van Gammeren 8th in the big Falcon. Jos Stevens (Lotus Elan) overtook Frans van Maarschalkerwaard (Shelby

Mustang GT350) for 9th. A pit visit for Gronfier handed the GTS11 win to Brian Lambert, with Holger Felske in second and none other than Egbert Kolvoort in third. Behind Van Gammeren, Deenik was second touring car home, while Colinet reclaimed third when Hemmo Vriend retired to the pits 5 minutes before the end. Rob Rappange was next up in the first of

the Mini's, followed by Bernd Horlacher. The Lotus Cortinas were no match for the Colinet Alfa GTA in CT08. Dominique Raffin took second, Hanna Grade third. Finally, in the invitation class, Rob Bergmans was first in the 5.3 litre Chevy-powered Iso Rivolta and Frank Weidema second in the 1.3 litre Mini Marcos.







Next generation racer?

Those who have been with us for a very long time can remember Jasper Izaks as a 15-year old, tearing around the paddock on an old moped. and tending to his father's racing Fiat-Abarth. He could not wait to get behind

the wheel himself. These days, Jasper is a very accomplished historic racer, as he has shown this year in both a Mini and a Shelby GT350. He still cares for racecars, looking after the Shelby Mustangs of Frans van Maarschalker-

waart and Jacques Smeer. Meanwhile, the paddock is the playground for Jasper's son Benjamin, who could be seen cruising around in a rather cool miniature Jeep. Speed is limited at the moment, but if Bejmanin has

any of the same mechanical aptitude as his father and grandfather, he will soon find a way of going faster!





Mechanical wizardry

After qualifying the #34 MGB was in a rather disappointing 47th place, some 30 seconds off the pace with just one timed lap to its credit. Barbara and Brian were looking rather sad. A

loss of oil pressure had forced Brian to abandon the session. Not only was it unclear if the engine was undamaged, it was also a mystery what the problem was. The Felske family team

sprang into action. They make a habit of pulling the engine from one of their MGB's between sessions, so were raring to go. The engine lift was wheeled over and dismantling began. After

digging in deep, the fault turned out to be in the oil pump, a specially modified racing part. With over 20 MGB's competing in various races, an odyssey was started to see if someone in the paddock might have a replacement part. Alas, no luck. In the end it was Andy Newall who came up with a rather clever solution. Together with Jochen he managed to make it work and the engine went back into the car in time for Saturday's race. Brian and Barbara brought the car home third in class. On Sunday, Brian went one better by winning the GTS11 class. To cap things off, Barbara and Brian won the 1st place trophy for the 2 races combined.





Unlucky Swedes

While Kennet Persson basked in glory, the other Swedish teams were unlucky. Magnus Lillerskog had roped in Uno Johansson as co-driver of his Lotus Cortina. An unlucky spin in qualifying left the car severely battered and they were out for the rest of the weekend. Mats Ek was partnered by Lotus Formula junior racer and president of the Swedish Racerhistoriska Klubben, Hans Hillebrink. They were going well in 18th

when the car got stuck in the Turn 9 gravel trap. With 49 laps completed, they were a DNF, just 1 lap short of being classified.





Champion visit
We have been going for over 25 years and are still hard at it, so there is little time for reminiscing. However, when a former champion pays us a visit, we do sit down for dinner, open a few bottles of wine and talk of the old days. Joep Westerveld was the 2011 NKHTGT champion at the wheel of a Marcos 1800.





Busybody Robert

The busiest man in the paddock this weekend was without doubt Robert Hamilton. He had driven over from the Netherlands in his beautiful Jaguar Mk. 2 3.8, a car that was much admired and photographed in the paddock. He is currently finalizing our 2025 race schedule and was permanently bombarded with questi-

ons and suggestions about where we will be racing next year. Apart from dealing with various organizational matters and installing our 360 cameras in a number of cars before each race, plus retrieving them afterwards, he has now been promoted to filming duties in de paddock, on the pre-grid and in the pits. You can expect to

see the first results on our YouTube channel <https://www.youtube.com/@Supersixties> shortly.





New faces

We have welcomed so many new competitors this year that we have lost count. The last to join the fray were Paul O'Reilly and Peter Young. Peter is a former Caterham racer as is our chairman Roelant.

The British team brought a well-prepared MGB and they were immediately up to speed, fastest of all the B's in qualifying. Unfortunately, the car lasted just 5 laps in the 300 km. race and the problem turned out to be

terminal so they went home on Saturday evening. That should definitely be classified as "unfinished business", so we expect them back in 2025.





Return of Colinet

At our Spa season opener, Grégoire and Guillaume Colinet brought along a very nice Alfa GTA. The car was brand new and they decided to try it in free practice before attempting qualifying. It did not go

well... the propshaft disintegrated, causing a lot of damage to the transmission tunnel. They vowed to return after they had fixed the car. Fast forward 6 months and they were back. The Alfa looked great

and it also ran great, dominating the CT08 class and taking the fight to the Ford Falcons in CT10. The Lotus Cortinas were unable to keep up, although admittedly they had various problems to contend with.

Congratulations to Grégoire and Guillaume for a great performance and we look forward to having you back with us in 2025.





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Final points

Going into the weekend there were still a number of contenders for the overall SuperSixties title of 2024. Consistency is key and Andy Newall and Rhea Sautter secured the title with a strong performance in the 300 km. race, at the wheel of Rhea's Jaguar E-type. Our huge trophy will be theirs for one year and is well-deserved. They have been racing with us for many years and as a Anglo-German team the embody the true spirit of SuperSixties! Luc de Cock has shown great commitment over the season and is second overall, first in GTS10, while Erwin van Lieshout's retirement on Sunday leaves him third overall and first in GTS11. There were some surprises: Bernd Horlacher jumped to first in CT07, Hemmo Vriend did the same in CT10 and Jop Rappange did the job in GTP<2500.





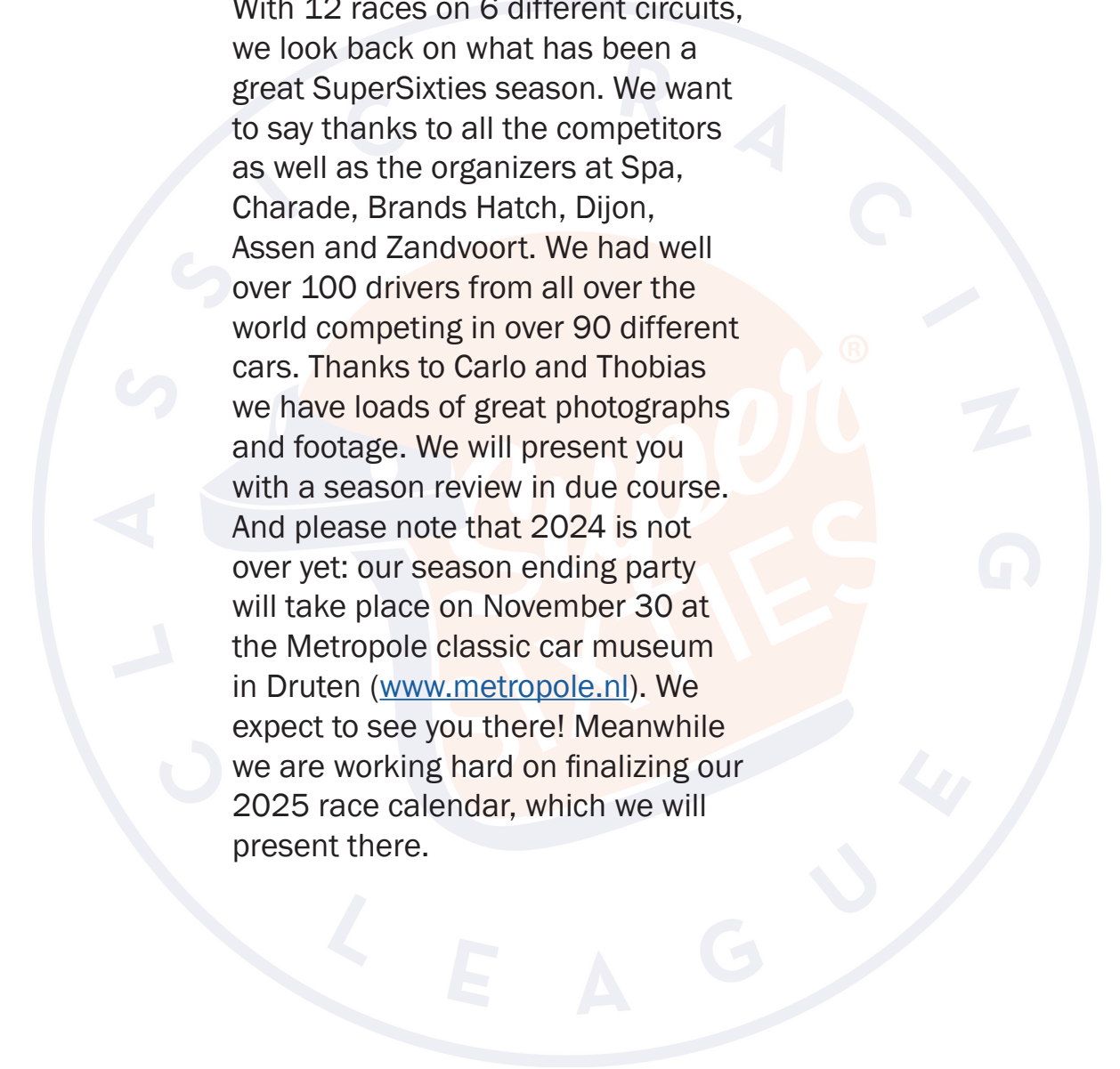
1	GTS12	Rhea Sautter/Andy Newall	Jaguar E-type	200.4
2	GTS10	Luc de Cock	Lotus Elan	183.2
3	GTS11	Erwin van Lieshout	Porsche 911	166.8
4	CT10	Hemmo Vriend	Ford Falcon Sprint	153.4
5	GTS12	Roelant de Waard	Shelby Mustang	145.4
6	GTS11	Barbara & Brian Lambert	MGB	142.2
7	CT10	Jaap & Jacky van der Ende	Ford Falcon Sprint	139.2
8	GTS12	Armand & Sam Adriaans	AC Shelby Cobra	135.6
9	GTS12	Oliver Douglas & Simon Ham	Shelby Cobra Daytona	125.8
10	GTS10	Bob Stevens	Lotus Elan	118.8

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



End of season party!

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 Spa, Charade, Brands Hatch, Dijon, Assen and Zandvoort. We had well over 100 drivers from all over the world competing in over 90 different cars. Thanks to Carlo and Thobias we have loads of great photographs and footage. We will present you with a season review in due course. And please note that 2024 is not over yet: our season ending party will take place on November 30 at the Metropole classic car museum in Druten (www.metropole.nl). We expect to see you there! Meanwhile we are working hard on finalizing our 2025 race calendar, which we will present there.



2024 SuperSixties Yearbook

The SupertSixties magazines will once again be compiled into a glossy yearbook.

Not to be missed, a great thing for your bookshelf, to give away to your mechanics and sponsors or simply to prove to your other half that you were indeed on the circuit. Order your copy here:

<https://senten-images.nl/product/super-sixties-yearbook-2024/>

When you order before the 16th of November you can pick up your order at the end of the season party on November, 30.





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