

Supersixties

CLASSIC RACING LEAGUE



MAGAZINE



SPA FRANCORCHAMPS EDITION



QUALIFYING

SuperSixties 2024 kicked off with mechanical issues for many drivers, from engine bay fires to broken diffs and wheels parting company. Through it all

came Rhea Sautter and Andy Newall to claim pole in the Jaguar E-type, just 0,2 seconds ahead of Roelant de Waard in the Shelby GT350. Oliver Douglas in the

Cobra Daytona was another 2/10th behind. Luc de Cock was fastest of the Lotus Elans in 4th followed by John Tordoff and Bob Stevens. Fastest in

GTS11 was Erwin van Lieshout in the Porsche 911, with Brian Lambert first of the MGB's ahead of Egbert Kolvoort. In touring cars it was the Jaap/Jack van der

Ende Ford Falcon at the front from Adam Cunnington in his Lotus Cortina. Both retired from the session with serious suspension issues though. So it





remained to be seen whether they would make it to the start. If not, Hemmo Vriend (Ford Falcon), Ties Meeuwissen (Ford Mustang) and Ralf Wagner (Lotus Cortina) were first in

line for the spoils in TC. Jop Rappange was fastest of the Mini's with Alexander Schlüchter not far behind, even though he lost a front wheel. That would be fixed for Race 1





PADDOCKLIFE



RACE 1

Rhea Sautter led away from the grid but was soon overtaken by Roelant de Waard. Then, at the end of lap 1, Oliver Douglas took over at the front. Bob Stevens was the man with a plan though. Having started 6th, he took the lead on lap 4 and pulled out a small gap in his Lotus Elan, while the V8's battled for second place. Oliver Douglas in the Cobra Daytona, the Adriaans AC Cobra and Niek van Gils in the

TVR Griffith were all in with a chance. In the end Douglas took second while Van Gils incurred a time penalty that handed third to Newall/Sautter in the E-type, 4th to Adriaans/Adriaans and 5th to De Waard. Luc de Cock and John Tordoff had a great tussle for 7th in their Elans which Tordoff won in the end. Jack and Jaap van der Ende won the touring car class in the Ford Falcon, Adam Cunnington was next in the

Lotus Cortina, then Hemmo Vriend in his Falcon. Next it was Jop Rappange in the Mini, Dieter-Karl Anton in his Lotus Cortina (for sale!) and Cees Lubbers in another Falcon. Alexander Schlüchter and Bernd Horlacher took 2nd and 3rd in CT07 in their Mini's while Magnus Lillerskog was third in CT08 in yet another Lotus Cortina. In GTS11 Erwin van Lieshout was never headed in his Porsche,

while Brian and Barbara Lambert outsmarted Egbert Kolvoort to finish first of the MGB's. Holger Felske survived a spin to just stay ahead of the Mutschler sisters, while Clara Felske kept her nose clean and

finished sixth in class. Finally, Marcel Peter deserves a mention for his open door policy. He drove into the paddock, jacked up the Healey, fixed the door, then rejoined the race.







RACE 2:

On Saturday Bob Stevens made it 2 out of 2. He bided his time behind Oliver Douglas and Niek van Gils in their V8's and pounced when

they pitted for their compulsory stop. After his own pitstop the little blue Lotus came back on track with a healthy lead. Douglas had to work

to keep his Cobra Daytona ahead of van Gils' TVR. He lost ground after a small mishap, dropping behind van Gils and Roelant de

Ward. De Waard finished third on the road in his Shelby GT350 but was awarded second overall and the win in GTS12 as van Gils





collected another time penalty. Father and son Adriaans in the Cobra and Rhea Sautter/Andy Newall in the E-type were 5th and

6th while John Tordoff again claimed 2nd in GTS10 just ahead of Luc de Cock. Returnee Roland Zoomers claimed 9th in his beau-

tifully rebuilt E-type while Rob Rappange rounded out the top-10 in the Porsche 904-6 GTP. As usual GTS11 fell to Erwin van

Lieshout in his Porsche 911, while Egbert Kolvoort had to work hard to hold on to second from Holger Felske in the first of many MGB's.



Pit window problems caused a host of time penalties in the various touring car classes. Adam Cunnington made no mistakes and was classified first TC home in his CT08 Lotus Cortina, then Hemmo Vriend in

the CT10 winning Ford Falcon and Alexander Schlüchter in the first of the Mini's. Cees Lubbers and father and son Van der Ende were second and third in CT10, Dieter-Karl Anton and Magnus Lillerskog ditto in CT08

and Bernd Horlacher was second in the Mini Cooper class, CT07. All in all, a great start of the season with two incident free races. Our thanks to Vincent and Anne from Roadbook and all the marshals and

volunteers at Spa-Francorchamps. Results can be found here: <http://spasummerclassic.alkamelsystems.com>





BACK ON TRACK

One of the worst weekends we have ever had was at Zolder in 2021. In the middle of the corona crisis we were quite happy to be able to race, until Roland Zoomers suffered a cardiac arrest and left the track in his Jaguar E-type.

The medics sprang into immediate action and resuscitated, before he was carted off to the hospital. We all went home and hoped for the best. Luckily Roland quickly bounced back and made a full recovery. The recovery of his

beloved E-type coupe, a car with a long history in our series, took a lot longer. But Roland persevered and got on with it. When the rebuilt was done, the car was almost too nice to race. Almost, because Roland is a died in the wool

racer. And what's the point in rebuilding a racecar and not race it? So he was back at Spa, with his trusty helper Lo, and quickly got back in the groove. It is great to have you back Roland!





NEW FACES

Where do we begin? We have so many drivers that made or will shortly make their SuperSixties debut! Some well-known, such as John Tordoff who turned up in the giant-killing (2nd overall in the 6 Hours of Spa in 2023) Lotus Elan 26R #600. Or Bert Smeets, who is well known for

racing such beastst as an ex-TWR Rover Vitesse. He has acquired a 6,5 litre Corvette. Still busy setting the car up he wanted to keep a low profile, not so easy in such a loud car with a lurid colour scheme and the race number 13. Bernd Horlacher brought a yellow Mini. He is a truly fun

guy and we will tell you more about him in a future issue. Alexander Kolb was a surprise late entry in his red and white Big Healey and Adam Cunnington came, saw and conquered CT08 in his Lotus Cortina. Welcome all!







RACING FAMILY

We have quite a few family equipes in SuperSixties. Latest addition is the Felske family. Last year Holger joined us with his blue MGB. At the Red Bull Ring he was supported by his co-pilot of his brother Jürgen, who brought his daughter Clara. That set the ball rolling and at Spa Jürgen

and Clara turned up with a yellow MGB. Undaunted, 22 year-old Clara duly set out to learn the track. Unfortunately the car lasted only a few laps before the engine broke. Off came the valve cover to reveal a set of highly illegal roller rockers, one of which was indeed

broken. Luckily there were plenty of MG racers present and a -legal- replacement was soon procured and fitted. After that the MGB performed faultlessly and Clara's laptimes improved steadily.





MEET THE MECHANICS

We have featured Ad Dekkers before, when he was making his first tentative steps into trackside support under the banner of Dekkers Car Service. Things have moved on quite a lot since then, so much in fact that he

has renamed his business DCS Motorsport. Based in Oirschot, he is close to the "Brabant Gang" of historic racers, which means he now has a whole fleet of cars to prepare and keep running. At Spa they were racing in

SuperSixties, the 3 Hours, Tourenwagen Legendes and YTCC, so Ad is a busy man. He is also taking over the business and know-how of renowned V8 engine builder Huub Ritzen. A highlight was running a couple of

Mustangs in the Ken Miles Trophy at the recent Goodwood Members meeting. We're sure there will be many more highlights.



FATHER AND SON



Father and son teams are nothing new in SuperSixties, but this one is a bit special. Jaap van der Ende has been racing since the mid-1970s in all manner of cars. Together with car owner Martin Bijleveld he is one of the regulars in our series. The car is even more special: the orange Ford Falcon has been with us from the very beginning, over 25 years ago! Small problem for 2024: Martin met a girl, they fell in love, bought an off-road truck and went on a round the world trip together. Currently they are somewhere in Argentina. Martin did have the decency to fix the Falcon's bodywork and hand Jaap the keys before they went away. So Jaap did what many other historic racers have done: he asked his son to join in. Young Jack (we used to call him Jacky, but he was born in 1976 ...) is not what you would call a rookie: he won the Formule Ford Festival in 1997, then went on to F3 and F3000 and has raced numerous touring cars and GT's since. So they are quite a formidable pairing, although at Spa things did not all go to plan. In qualifying the venerable Falcon suffered metal fatigue. Not a problem for Jaap, whose idea of fun is to fix old Volvos on far away rallies with a hammer and some duct tape when he's not racing with us. Out came the welding gear, the chassis was patched up and the pair duly won their class in the first race. In race 2 there were yet more adventures. You can check them out in Jack's vlog on

<https://www.facebook.com/van.ende.5>





GET YOUR ENTRIES IN!

The next race is at Charade on May 31 and June 2. There are still a few entries available. We start in Charade late in the Friday afternoon with our quali and our second race of the weekend on the Sunday morning, what make it a ideal raceweekend on a epic racetrack. Please do also have a look at our other dates. The entry lists for Zandvoort and Dijon are nearly full. So get your entry in ASAP or you will end up on the reserve list. For Brands Hatch and Assen there are currently still a fair number of entries available. Where are all the Brits? We need some old hands, or young guns, to show us how it's done at Brands! Please contact us as soon as possible if you want to participate. Anyone with an FIA compliant pre-'66 Touring Car, GT or GTP is invited to join us!

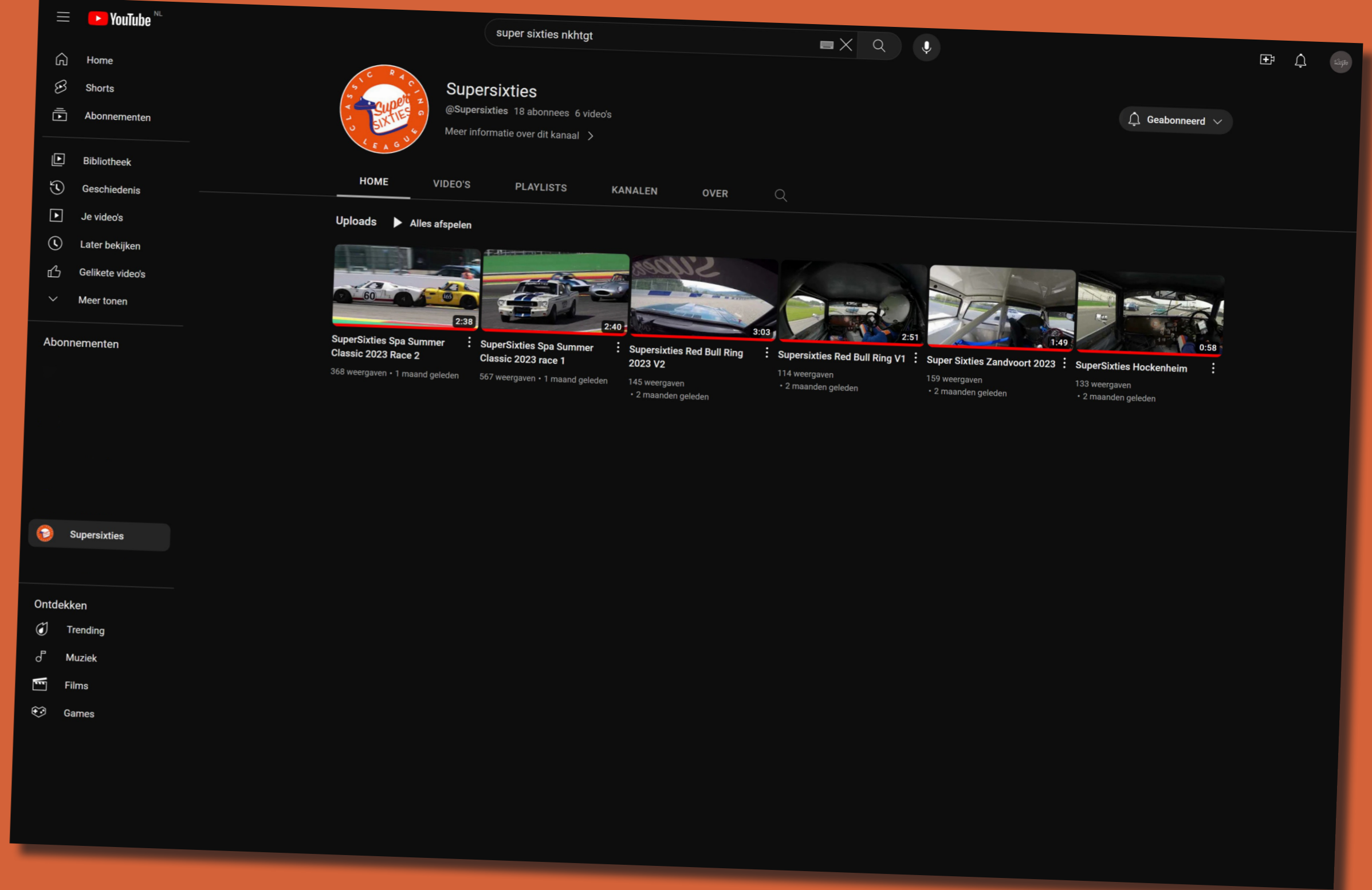
April 26-28	Spa Summer Classic	Qly 30' - race 2x40'
May 31-June 2	HVM Historic Tour Charade	Qly 30' - race 2x40'
June 21-23	Historic GP Zandvoort	Qly 30' - race 2x30'
July 13-14	HSCC Brands Hatch Super Prix	Qly 30' - race 2x40'
Sept 13-15	Classic GP Assen	Qly 30' - race 2x40'
Oct 4-6	Dijon Motors Cup	Qly 45' - race 1x120' + 1 x 30'



WHAT'S THE POINT(S)?

The points are back! and you find them on our website;
<https://www.supersixtiesracing.com/standings/>.

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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