

# Supersixties

CLASSIC RACING LEAGUE



## MAGAZINE



## ZANDVOORT EDITION



**Qualifying: It was wet!**

From the assembly area we could all see the rooster tails of the historic F1 cars. Yes, qualifying was going to be wet. It also started 30 minutes late as some of the F1 cars had to be craned away first... While most drivers

were still finding their feet, Olivier Hart set a stunning 2:20 lap in the Cobra Daytona to claim pole. He would start from row 2 though as a result of a penalty for ignoring yellow flags. Into the 2:21's went Andy Newall in the E-type which meant he would

start from pole in race 1. Jop Rappange was third fastest in the Porsche 904-6, while Manfredo Rossi Di Montelera was 4th in the Shelby Mustang GT350, but he was also docked 3 places. Another to be penalized was Jaap Sinke in Jetze Visser's ex-works

Sebring Big Healey, which dropped him from 5th to 8th. So Roelant de Waard (Shelby Mustang GT350) took over 4th on the grid with Peter Brouwer 5th. Peter was fastest of the Lotus Elans by a country mile, but true to his reputation as the hardest

working man in showbusiness he overdid it, had a spin in the Gerlachbocht and hit the wall. Work to do for Peter the mechanic to fix things for the race. Thijmen de Vries was on course to be fastest of the touring cars until his engine stopped. It was still a Mini Cooper S at the front





though, with Rene de Vries at the wheel. Second fastest TC was the Daniel Quintero - Peter Reynolds Lotus Cortina. Jack van der Ende would line up fourth TC in the Ford Falcon. In GTS11 a Porsche 911 is the car to have when it's raining. Thijs van Gammeren was fastest, from Erwin van Lieshout with Holger Felske third in the first of the MGB's. It was great to

see (and hear) the Van der Lof Ferrari 250 SWB out on track, Alexander qualified it 13th. Kennet Persson had a difficult qualifying, he nearly hit the wall and ended up only 20th fastest in the Ford GT40. Charles Allison and Peter Thompson's TVR Griffith was also not performing well, leaving them 29th. These two were expected to storm to the front in the race, provided it would

be dry. Finally spare a thought for Udo Klasauseweh in his Ford Falcon and Søren Christensen in his Ford GT40. These debutants bravely soldiered on, learning the track and trying to keep out of the way. They qualified 43th and 44th.







PaddockLife



### Race 1: Hart hard at it

Turn 9 played a big part in deciding Saturday's SuperSixties race. When the lights turned green, Olivier Hart initially lost out to Andy Newall in the Jaguar E-type, but soon romped

into the lead with the Cobra Daytona. Jop Rappange held third in the Porsche 904-6, but had to work hard to keep up. Rene de Vries managed to stay ahead of all the other touring

cars at the start, but the Mini Cooper was soon reeled in by Quintero in the Lotus Cortina, with fast-starting Jack van der Ende in the Ford Falcon not far behind. Even faster was Carlo



Hamilton in his Falcon, but just when we thought he had finally got the V8 running properly, the car expired in Turn 9. Although it was in a fairly safe spot, Race Control decided to bring in the Safety Car. It took a long

time to tow the Falcon away. This could have made the race more interesting, had there not been a train of backmarkers between Olivier Hart and his pursuers by this time. So, at the restart, Olivier was even

further ahead, while a number of frustrated drivers did themselves no favours by overtaking before the Safety Car line. By now Kennet Persson in the Ford GT40 (having started 20th) and Peter Thompson

in the TVR Griffith (from 29th) had made their way to the front and we had a tense four-way battle for second. With 45 cars on track, there was a lot of lapping going on. In an attempt to stay in touch,



Jop Rappange made contact with a backmarker. The Porsche lost its front bonnet, which landed on the Turn 9 racing line. This led to another Safety Car period, which unfortunately lasted to the chequered flag. Thus, the race

ended with everyone bunched up. Combine this fact with no less than 12 time penalties being issued and the printed result different substantially from the actual finishing order.



Behind undisputed victor Olivier Hart, Andy Newall was classified second and Peter Thompson took the third podium spot. Fourth went to Manfredo Rossi de Montelera in the Shelby GT350 with the Van der Lof Ferrari SWB a strong fifth. Peter Brouwer won GTS10, sixth overall, with Luc de Cock in

another Elan not far behind, although the penalized Kenneth Persson landed between these two in the result. Roelant de Waard was even worse off, a 5 second penalty dropping him to 9th. In GTS11 Theo van Gammeren was hampered by his arm restraint getting



stuck in the seat runner of the Porsche 911. It took a while before he could free himself. Erwin van Lieshout duly motored to another class win in his 911, Holger Felske came second in the MGB and Theo salvaged third. Thanks to a late entry from Lucas Astorian we had two Lotus Elites in the race, but it was old hand Alexander Schlüchter who took the class win. With the Porsche 904 dropping out, Chas Mallard took the spoils in the small GTP class in the Ginetta G4R. In touring cars, the win went to Jack van der

Ende in the Ford Falcon, with Henk van Gammeren in a similar car classified second, although he was behind Abraham Bontrup's Mustang on the road. Daniel Quintero also collected a time penalty but still won CT08, from Allan Thom and Hanna Grade, all in Lotus Cortinas. The Mini class was a De Vries family affair, Rene taking the chequer 2,9 seconds ahead of Thijmen, with Bert Mets some way behind in third.







## Race 2: A fiery end to a great weekend:

Olivier Hart repeated his earlier performance by scoring another dominant victory in Sunday's curtain closer, at the wheel of the DHG Cobra Daytona. Rhea Sautter hung on to second for a while in the mint green E-type until Kennet Persson took over in the Ford GT40. Peter Brouwer made a great start and slotted into third in his Lotus Elan, and then got involved in a race-long duel with Manfredo Rossi (Shelby GT350) and Luc de Cock (Lotus Elan). Rossi's tyre-smoking late braking manoeuvres looked spectacular, but allowed the nimble Elans to pass him every time. De Cock managed to get ahead of Brouwer on several occasions, but Brouwer prevailed in the end. He was fourth overall though, as Charles Allison in the TVR Griffith had needed some time to get up to speed, but duly passed the battling trio to take the final podium spot. Rossi's tyre-smoking actions dropped him to 7th behind Alexander van der Lof in the Ferrari SWB. He was denied a chance to set matters straight when Nigel Winchester's





Ginetta caught fire in the final corner. A quick exit was in order, which left the car in a very awkward spot. Race Control had no other choice than to hang out the red flag. With just under 5 minutes on the clock, the race

would not be restarted. On lap 9, Thijs van Gammeren had overtaken Erwin van Lieshout, the two Porsches claiming the first two places in GTS11, while Brian Lambert was shadowed by Holger Felske for the duration of the race

to take third in class and first of the MGB's. Lucas Astorian was the only starter in GTS04 in his beautiful Lotus Elite and drove a steady race, improving his lap-times by nearly 2 seconds. Most improved driver was Søren Chris-

tensen in the yellow GT40 though, he shaved 5 seconds off his Saturday best! In touring cars Jaap van der Ende led away in the orange Falcon, but it was Bram Bontrup in the DHG Mustang who overtook him and



claimed the win. Peter Reynolds was second touring car home in the CT08 winning Lotus Cortina, while van der Ende had Henk Van Gammeren breathing down his neck when the race was stopped. Before that Carlo Hamilton had been going well, setting fast lap times in the light blue

Falcon, but again it did not last, although he did manage 50% more laps than on Saturday. Second and third in CT08 were Allan Thom and Magnis Lillerskog, both in a Lotus Cortina. In CT07 René de Vries led for most of the race, but his son Thijmen was ahead when it counted

with Bert Mets third in class, all in Cooper S'. Everyone thoroughly enjoyed the weekend, helped by the beautiful weather, smooth organization and a party atmosphere. With 45 cars SuperSixties was the best supported series of the 2024 Zandvoort Histo-

ric Grand Prix. A big shout out to all our guest drivers, thanks for joining us and do come again! Full results: <https://raceresults.nl/Results/organisator/2024?event=Event+Zandvoort&race=Historic+Grand+Prix+2024>



## SuperSixties World Touring Car Championship

We are quite used to having drivers from all over Europe competing in our races, and sometimes from beyond. We are happy to report we can add two more nationalities to our tally. The Raceworks team from the UK entered two Lotus Cortinas, one for Daniel Quintero/Peter Reynolds and the other for Allan Thom. Allen adds the USA to our list while Daniel hails from Colombia, although he lives in the UK. They cleaned up in CT08, especially Daniel and Peter were extremely fast. This was no doubt helped by the fact that this duo drove a record number of laps, as they also shared a Lotus Elan and a Pink Panther liveried Ginetta G55 in various races. We are considering renaming our CT08 class the SuperSixties World Touring Car Championship. In addition to the USA, Colombia and the UK we have so far had drivers from France, Germany, Austria and Sweden, with the Netherlands due to join in at Brands.





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### A very famous Ferrari

Dries van der Lof was not only a Grand Prix driver, he raced in the 1952 Dutch GP, but also one of the founding fathers of historic racing in the Netherlands. By the mid-1970s he owned a stable of now priceless racecars. In order to have fun in local historic races he and a couple of mates sought out a Ferrari 250 SWB each (they were cheap then!) and restored them, so they could compete on equal terms. The battles were legendary! That Ferrari SWB is still in the family and Dries' son Alexander entered it in SuperSixties to share with his daughter (and former F3 racer) Shirley. The V12 sound was amazing and the speed was quite impressive, Alaxander finished sixth on Sunday.





### Racing families

SuperSixties prides itself on a friendly atmosphere, although claiming that it is a pastime for all the family may be stretching it. Having said that, a lot of drivers had their families over. With the beach nearby and Amsterdam not far away, Zandvoort is a nice place to bring your non-racing family members as well as your racing family members! In the paddock we saw young karter Neal van der Ende working on grandpa's Falcon. In 4 years' time he will be old enough to race it! Olivier and David Hart were entered on the DHG Cobra Daytona together, but in the end dad left the driving to Olivier, with impressive results. Finally we were very happy to welcome two famous historic racing personalities to SuperSixties: husband and wife Caroline and Manfredo Rossi de Montelera.







### More new faces

A few of our regulars decided to skip Zandvoort - having raced there too often. This was more than compensated for by all the first timers who chose SuperSixties as the way to race on the famous Grand Prix track. Patrick Mortier had raced BMW's (including a group 2 CSL) at Zandvoort, but was impressed by the new baked corners. He lives in Singapore these days, but keeps a Corvette Stingray over here for when he needs to scratch the racing itch. Søren P. Christensen's team travelled from Sweden with a giant American pickup and trailer which contained a striking yellow Ford GT40. He enjoyed himself immensely but needed more track time - be sure to come back Søren, you can brake much later!

Bram Bontrup drove his first SuperSixties races this weekend. He has already put in a lot of racing miles this year and is coached by experienced drivers. The result was clear to see on Sunday when he took the win in the CT10 class. One of the guys he beat was Udo Klasauseweh, who brought a very clean Ford Falcon Sprint to Zandvoort. He seemed to enjoy himself so we think he will be back for more. A very late entry was Lucas Astorian in a pale green Lotus Elite. He and his father Jack had brought the car over for the Le Mans demo. Naturally we were happy to accommodate them.







PADDOCKLIFE



We need your entries!



The Brands Hatch entry list is shaping up nicely, including a number of local drivers (we consider the whole of the UK to be local). There are still some spots left, so why not join us for a rare opportunity to race on the Brands GP track. Note: the dates are Saturday July 13 and Sunday 14. Friday the 12th is general testing on the

Indy circuit only. The Classic GP at Assen is in its third year now and has an ambitious organizing team. The track has great facilities, a spacious paddock and history going back to the 1920's. Plus the province of Drenthe offers is very nice rural surroundings. Join us for a fun weekend!

Dijon is filling up fast, get your entry in now if you want to be guaranteed of a grid spot. 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 welcome!

All info is on <https://www.supersixtiesracing.com/race-with-us/> or simply send an email to [race@nkhtgt.nl](mailto:race@nkhtgt.nl).



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"



	<i>klasse</i>	<i>Rijder/equipe</i>	<i>Auto</i>	<i>Totaal:</i>
1	GTS11	Erwin van Lieshout	Porsche 911	106.2
2	GTS10	Luc de Cock	Lotus Elan	102.6
3	GTS12	Rhea Sautter/Andy Newall	Jaguar E-type	97.2
4	GTS10	Peter Brouwer	Lotus Elan	94.6
5	GTS11	Barbara & Brian Lambert	MGB	90.2
6	GTS12	Roelant de Waard	Shelby Mustang	85.2
7	GTS11	Holger Felske	MGB	82.2
8	CT10	Hemmo Vriend	Ford Falcon	76.8
9	CT10	Jaap & Jack vd Ende Ford	Falcon Sprint	72
10	GTS12	Armand & Sam Adriaans	AC Shelby Cobra	69.6

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



## Colofon

Fotografie/photography  
Carlo Senten Senten-Images

Tekst/Text  
Jan-Bart Broertjes (Track Record)

Contact  
carlo@senten-images.nl



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