





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



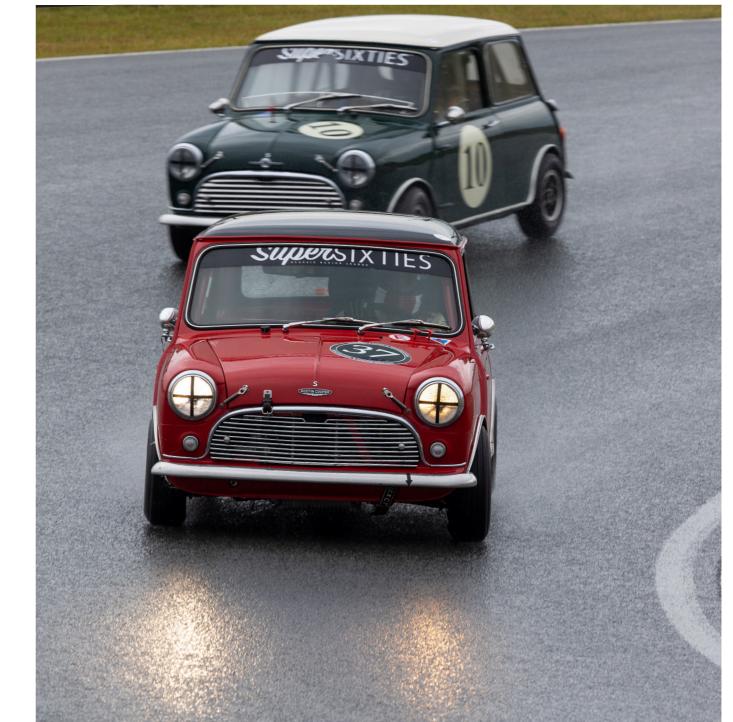




though, with Rene de Vries at the wheel.
Second fastest TC was the Daniel Quintero Peter Reynolds Lotus Cortina. Jack van der
Ende would line up fourth TC in the Ford Falcon.
In GTS11 a Porsche 911 is the car to have when
it's raining. Thijs van Gammeren was fastest,
from Erwin van Lieshout with Holger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







































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

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





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

time penalties being issued and the printed result different substantially from the actual finishing order.



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

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







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 hand Alexander Schlüchter who took the class family affair, Rene taking the chequer 2,9 win. With the Porsche 904 dropping out, Chas seconds ahead of Thijmen, with Bert Mets Mallard took the spoils in the small GTP class some way behind in third. in the Ginetta G4R. In touring cars, the win went to Jack van der

stuck in the seat runner of the Porsche 911. It 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 had two Lotus Elites in the race, but it was old Lotus Cortinas. The Mini class was a De Vries

















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 laptimes in the light blue Thijmen was ahead when it counted

Falcon, but again it did not last, although he did manage 50% more laps than on Saturday. Second and third in CTO8 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

2 SupersixTIES

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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-

SuperSIXTIES

ric Grand Prix. A big shout out to all our guest drivers, thanks for joining us and do come again!

Full results:















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.

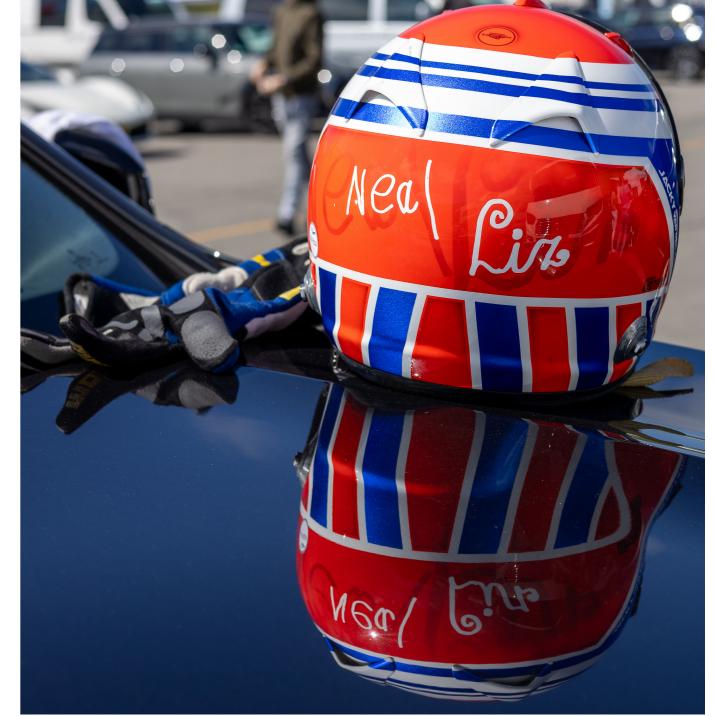


















More new faces

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 hwen 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 enoyed 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 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 Klasfauseweh, 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.























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

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!

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!

https://www.supersixtiesracing.com/race-withor simply send an email to race@nkhtgt.nl.



JULY 13-14

OCT 4-6

HSCC BRANDS HATCH SUPER PRIX

QLY 30" - RACE 2X40"

SEPT 13-15 CLAS

CLASSIC GP ASSEN

QLY 30" - RACE 2X40"

DIJON MOTORS CUP

QLY 45" - RACE 1X120" + 1 X 30"



