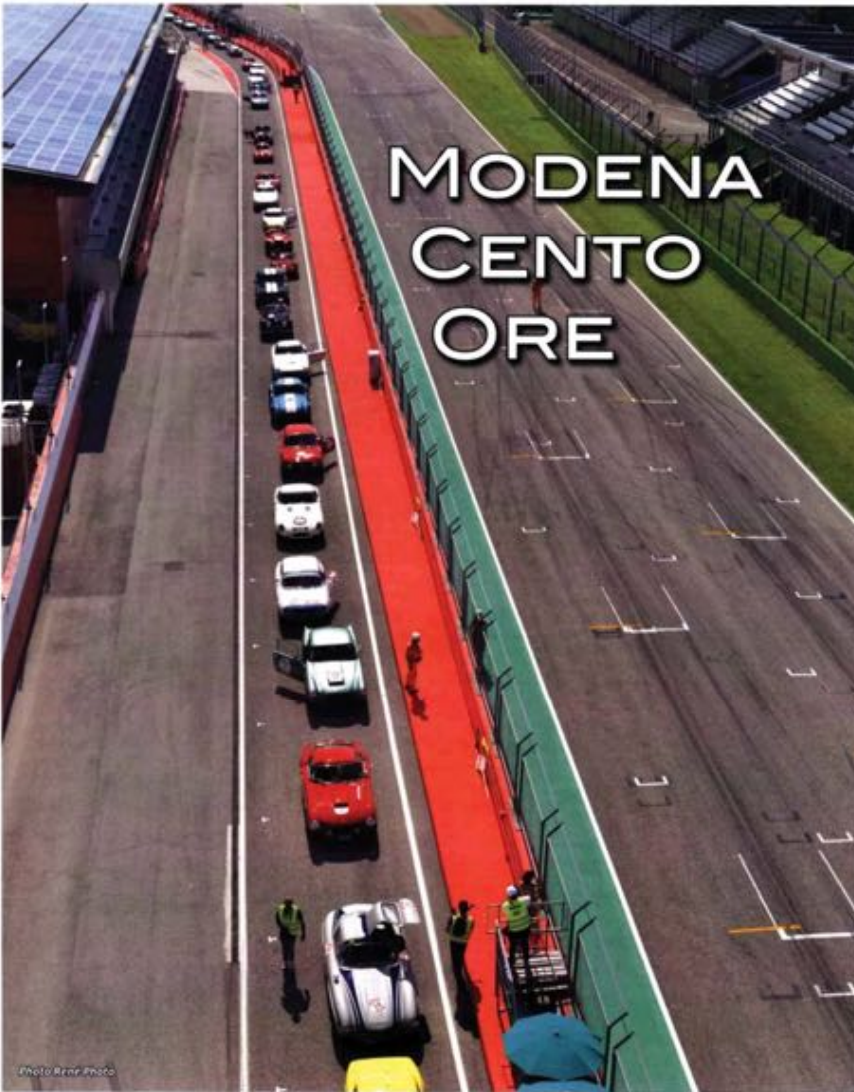


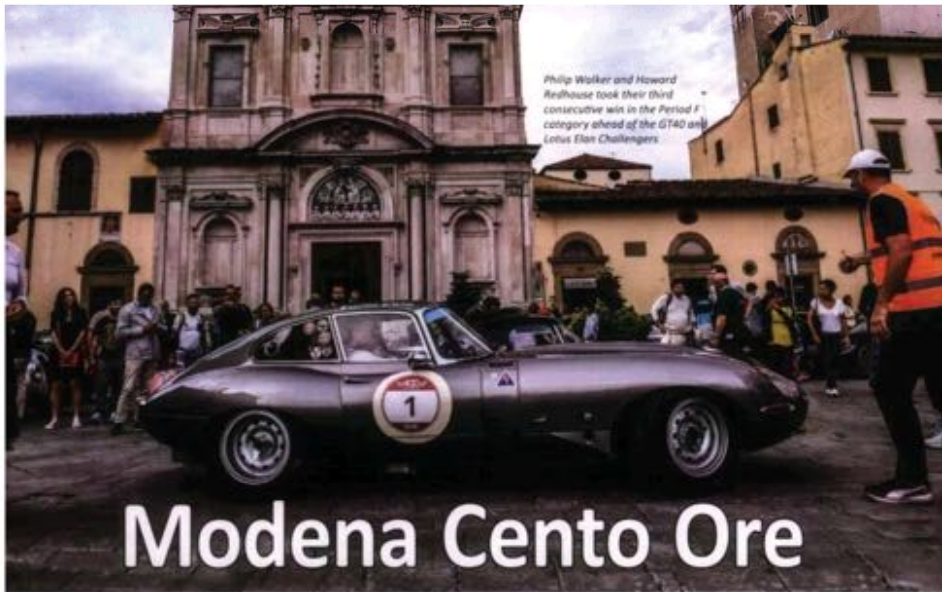
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HISTORIC MOTOR RACING NEWS

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Philip Walker and Howard Redhouse took their third consecutive win in the Period F category ahead of the GT40 and Lotus Elan Challengers

Ben Cussons Reports

The 2016 Cento Ore was a coast-to-coast affair, starting in Rimini on the Adriatic Sea then heading to Forte dei Marmi before finishing in its traditional home of the Piazza Grande in Modena. Luigi Orlandini and his team at Canossa events created a splendid route that offered participants three circuits: Imola, Misano and Mugello and twelve challenging special stages. One of the charms of the Cento Ore is its small size; only 90 entries, 59 in competition and 31 in regularity, which means you get to see old friends and meet new ones. Add in great hospitality, a friendly helpful organising team and wonderful roads and you get a rally that attracts a full entry. This year was no exception especially for the Brits, who comprised over a third of the entry, furthermore there is no doubt that it was a quiet week in the trade as most of the UK dealers seemed to be on the rally! (memo to Luigi: must keep their numbers down). The line up of cars on the front was both eclectic and truly impressive; 5x Ferrari SWB (only one in red!), far too many E-types, a GT40, the gorgeous Maserati 250S of Richard Wilson and Martin Stretton, the Ferrari 212 of rally regular Martin Halusa and some cracking cars in regularity including Bertie Gilbert-Smith's very original Daytona which he had driven from England for the event.

Last year's winners Philip Walker and legendary Irish Racing Drivers' Club member, Howard Redhouse were sporting No. 1 and looking to defend their honour, but they faced stiff competition from Richard Meins in his GT40, a posse of Lotus Elans which included a "trade only" car driven by Martin Eyears and Andrew Hall, a gaggle of cobras and some potentially very quick 904 Porsches. But never forget to win you have to finish and the attrition rate was to be high over the next few days.

After leaving the seaside delights of Rimini, it was off to Imola but before they had arrived several cars had fallen by the wayside including Richard Frankel's Alfa GTA and the Cobra coupe of Andrew Smith and James Cottingham after an unofficial attempt on the land speed record. Imola was hot and the start of the up to period F race showed the pent up emotion as cars used pretty much all the track and surrounding grass to get through the first corner. There was a bit of argy-bargy and the apex of Variante

Alta sported the door of the yellow Lotus Elan of Pier Angelo Masselli – although having left his phone in the door, it still worked afterwards! Richard Meins took victory in the period F and earlier race from Jeremy Cooke in his Elan and Philip Walker in the E-type. The Porsche Carrera 3.0 of Christian Van Riet took overall honours and the period G-I race.

Imola done, it was time to read the excellent route book and head to the first special stage. This year the organisers also produced a "Tour Guide" that highlighted the many interesting places that most were largely ignoring. It was a nice touch and many have enjoyed reading it since! Although called Sambuca, there was none of the eponymous drink available. On the first day both stages were done twice, giving drivers the chance to hone their craft or share the fun with their co-pilots. In an effort to reduce the carbon footprint of the event there were no printed results, but they were made available online almost instantly giving teams the fun of seeing how they were doing. The attrition continued to rise and the Katarina Kyvalova/Sassmannhausen E-type retired in a haze of white smoke, whilst Jeremy Cooke had a close call on the last stage of the day taking him out of the rally. At the end of the first day Van Riet was King of the Castle, but knocking on the gate was Belgian, Glenn Janssens in a Porsche 911, who whilst a rally regular had never raced before. IRDC vice-chairman, Redhouse,



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Didier Denat, very motivated by André Redhouse, won the Ladies Peugeot and the respect of the other drivers for a great performance. © Michel René Photo. Courtesy Canossa Events

had clearly thrashed Walker's E-type to take it to fourth OA and first pre period G. In regularity the Cobra of Philip Vlieghe and Filip Deplancke led the Porsche of Ruben Maes and Aswin Pyck.

After a second night in Rimini crews headed to Misano. Redhouse showed how to slide in slippery conditions and took first OA from the Meins GT40 in the earlier category. On a drying track it was a Porsche benefit, with the Stuttgart marque occupying the first seven places in the race for category G, and the 2.8 RSR of Stefan Meyers took the win, with Didier Denat in a similar 2.8-litre Porsche, just over 1s behind. The organisation team showed that they know how to look after their participants with a fine breakfast offering in the paddock, it was the sort of touch that makes a difference.

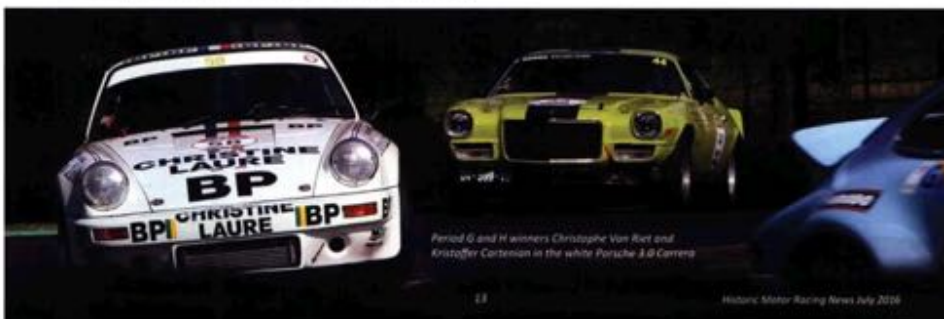
The first special stage of the day, Passo del Spino, showed that Porsches had the edge, with Van Riet leading Janssens and Meyers, but surprise of the morning was Kevin Jones in "Eric the Escort", he was only 2.5s behind the Denat husband and wife team and 4.4s ahead of Meins in his GT40. The second stage "Croce di Mori" or "cross of the dead" did not seem to intimidate Janssens, who took the top spot whilst Jones chased him hard in his "Dagenham dustbin". With a big party planned the crews headed to Florence where parc fermé was in the delightful Piazza Ognissanti. It was halfway time and the scores on the doors showed Van Riet/Cartesian just ahead of Janssens and Redhouse/Walker leading

the way in the earlier classification. In regularity the order was reversed with Maes/Pyck ahead of the Ferrari of Axel and Andrea Urban.

Cento Ore is not just about competition, the organisers pull out the stops to showcase Italy and this year the dinner in the Medici Palazzo Vecchio was amazing. It was an honour to dine there, even if some preferred a pizza elsewhere.....

With a slightly more leisurely start the following morning, it was off to Mugello. Mugello is a fabulous circuit, nestling in its own valley, it flows up and down and really suits the older cars. Once again the endurance required to complete the rally was evident as Chris Milner struggled with a recalcitrant spark plug coming out of the head of his E-type and the "Team Trade" Elan of Martin Eyears paid the price of letting co-pilot Andrew Hall service the car, as a faulty oil pump gave them an early flight home. It was a damp race, Walker elected to put, "The beast of Mugello" into the E-type. The start was rather busy with a spinner bringing several cars, including Giuseppe Macari in Christian Hore's SWB, to a halt on the first corner, but Meins used all his guile to take victory from the Irishman.

Kevin Jones drove an exceptional race to first place in his Escort, (Henry would have been proud!), while Glenn Janssens' >>



Period G and H winners Christophe Van Riet and Kristoffer Cartesian in the white Porsche 911 Carrera



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challenge for overall honours stumbled as his team manager became his biggest competitor and a lack of fuel led to his retirement. There were three stages before arriving in the beautiful resort of Forte dei Marmi and they were a Janssens/Jones benefit all afternoon. Day three ended in the sunshine by the seaside and the leader board was looking like this: it was a Porsche fest in period G-I, with Van Riet/Cartenian leading, whilst sixth overall and first in period F were Walker/Redhouse. Maes/Pyck kept their top slot in regularity but Vlieghe/Deplancke deposed the Austrian crew of Urban/Urban to take second.

The organisers laid on a fantastic beach party, it was casual, the food was great, the wine flowed and a great time was had by all. Birthday boy, Patrick Blakeney-Edwards was utterly delighted to be presented with a cake by the mayor of Forte dei Marmi – it just showed the attention to detail that Luigi and his team have.

The last day was slightly shorter to allow a timely arrival in Modena, but the stages more than made up for the lack of a race. The first stage, Carregine, took no prisoners and Royal Automobile Club Team member, David Clark and Mark Sumpter retired their Porsche 904. Janssens and Jones continued their battle out front, whilst further down the order the lengthy double-barrelled pairing of Galliers-Pratt and Blakeney-Edwards moved up the order into 13th place.

Daniela Ellerbrock and Jackie Rohwer, fresh from a fifth place overall in the Tour Auto in Daniela's GTA Alfa, continued to show a consistency that would pay off and on the second stage, "Massa Sassorosso", powered their way to a really impressive tenth overall and first in the earlier category. The Belgian again pipped the Welshman.

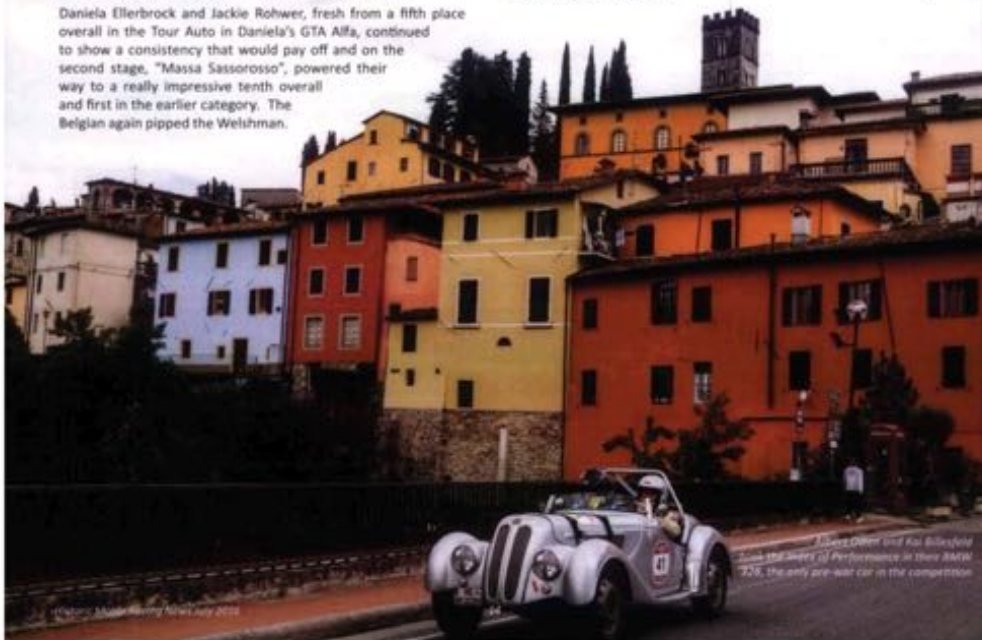


Regularity winners Ruben Maes and Axel Pyck

The final stage was a treat worth waiting for, over 10km, including a downhill section. It was definitely a power stage with Porsche nearly taking the top ten, were it not for the Camaro of Arnaud

Fieffe in ninth place. Janssens once again used his rally experience to take the top slot. With the competition done, it was time to head to the Piazza Grande in Modena for a well-earned drink and canapé courtesy of event sponsor Max Mara. As for the final result, who cared? Some did, but for most they were delighted to finish a challenging but really enjoyable event. The event rounded off with a splendid dinner at the Museo Enzo Ferrari, with lots of prizes, including first in class for Robert Rawe and Xavier Sanz de Acedo who had driven their Aston to Italy. New for this year was the playing of national anthems for the winners; the British surpassed themselves by standing to attention for their National Anthem. And the winners? Regularity was Maes/Pyck, index of performance was Albert Otten/Kai Billesfeld in the BMW 328, and as for competition, Christophe Van Riet and Kristoffer Cartenian took the period G onwards, whilst a couple of nutters (Philip Walker and Howard Redhouse) made it a hat trick on overall honours. The ladies prize went to Daniela Ellerbrock and Jackie Rohwer, and they were presented with beautiful Max Mara coats. Oh, I nearly forgot, the RAC team of Hore/Cussons/Procter came third in the team competition – Bravo.

Macari, Clark/Sumpter and Cussons/Procter came third in the team competition – Bravo.



Albert Otten and Kai Billesfeld took the Index of Performance in their BMW 328, the only air-war car in the competition