

MODENA CENTO ORE 2018
A STANDING OVATION FOR THE 2018 EDITION OF THE "RALLY OF THE YEAR"

It's all over!

The awards ceremony on Saturday evening has brought the 2018 edition of the Modena Cento Ore to a close.

During the awards ceremony, it was fulfilling to see how the competitors celebrated together the triumphs of some and the defeat of others after the race was over.

There again, if you were really determined to find fault with the Modena Cento Ore, the only flaw that comes to mind is that there can only be one winner.

First place this year - but it's nothing new - went to the English pair Philip Walker - Miles Griffiths in their 1964 Jaguar E-Type, who are becoming a familiar sight on the podium.

Among the ladies, Daniela Ellerbrock - Jackie Rohwer in their 1965 Alfa Romeo Giulia Sprint GTA left the other competitors standing, whereas Joelle Housseau - Aude Moreau dominated the regularity section in a 1972 Ferrari Dino 246 GT.

The top step on the podium for the regularity section was taken by crew 104: Ernst Schroeder - Philipp Ruppell in their 1961 Porsche 356 B

AC Owners Club were the first team in the regularity section rankings, captained by the 1959 AC ACE Bristol owned by Bertie Gilbert-Smith - Simon Kelly. The winners had a fabulous story behind them:

Bertie Gilbert Smith has owned the car since 1964, when it left the workshop in Scotland after maintenance work carried out by a young mechanic who worked at the family-run garage, Sir Jackie Stewart. It's worth mentioning that this car drove here all the way from England, a total of 1600 Km before the race even started, with a similar journey back home awaiting them in the days to come.

As always, it is interesting to take a look at the "index of performance", i.e. the adjusted ranking, that places one of the loveliest cars to enter the Modena Cento Ore 2018 in an incredible third place: the 1952 Ferrari 212 Export Berlinetta Touring driven by Martin Halusa and Susanne Halusa.

It has been an incredible edition, once again confirming how the Modena Cento Ore has become a major event despite its relatively tender age.

The level of the cars taking part was worthy of one of a world level Concours d'Elegance with just one major difference: the Modena Cento Ore gives these cars the opportunity to be admired in motion, becoming a perfect motoring museum on tour to the most beautiful places in Italy. Some feelings are difficult to express, but the showing of the video of the cars speeding over the high speed oval at Monza met with such applause that it can only be interpreted as a unequivocal sign that Monza and its high speed track were the symbols of this 17th edition of the rally.

The final ranking also indicates that no single model had a clear advantage over the others: the more powerful cars fared better on certain tracks; the more agile cars did better on others, whilst the uphill special stages allowed others still to shine.

The fact that at the start of the last circuit trial, after four days of racing, only 0.4 seconds separated the cars holding first and second place is exemplary.

Tomorrow, the Ferrari 250 SWB "SEFAC", one of the six Shelby Cobra Daytona Coupés ever made (and purchased directly from Carrol Shelby), will go back under wraps in the garage, as will the Jaguar E Type Lightweight and the Ferrari 365 GTB/4 "Daytona" Group 4, formerly Ecurie Francorchamp, together with the much loved and spectacular Barchette Sport, represented by two 1957 Maserati 250S.

For us, and for the public fortunate enough to watch them drive by, the image of the speed and the roar of the engines of these exceptional vehicles will be a lasting memory... This makes us very proud.

A special prize was assigned to the team of mechanics, who were also undisputed stars of the Modena Cento Ore.

Richard Walbyoff and Sarah Walbyoff took home the "Mechanical Miracle 2018" award for being capable of finding the V8, arranging shipment and replacing it on Mark Freeman and Mike Ellis' 1965 AC Shelby Cobra 289.

All in the space of just one night, of course, in less than optimum conditions.

Everyone in the room paid a special tribute to the members of the Canossa Events team who certainly spared no efforts both during race days and prep days.

Special thanks to the local Police Force, for being as kind, approachable and efficient as always.

A radiant Luigi Orlandini, CEO of Canossa Events, oversaw the final speeches and promises to meet up again next year for a new, fantastic, incredible and very fast edition of the Modena Cento Ore.

One last, exhilarating moment awaited the winners as they had the chance to go up to the top of the Ghirlandina tower, the symbol of Modena, which is usually closed to the public, for a panoramic view of the city.

The endless succession of "Thank you Luigi"s for the wonderful time spent together, received the morning after the end of the race was the best confirmation of the pleasant experience that the event has become...

The socially-responsible choices of the Modena Cento Ore

Once again, the association with Panathlon Club of Modena was confirmed with Scuderia Tricolore supporting the sports projects for disabled children.

As well as the traditional donation that the Scuderia made directly to Panathlon Club of Modena, Claudio Lucchese, the President of Florim, the company that hosted the final evening, also donated the equivalent amount usually charged for the rental of the venue to the charity.

Canossa Events reinstated their commitment to the environment with its ongoing application of the CarbonZero protocol during its events, and will fully compensate the residual emissions of CO2 of the Modena Cento Ore 2018 by planting new trees in the Tuscan Emilian Apennines.

The Modena Cento Ore is still the only 'zero emissions' event of its kind.

Once again, **the numbers of this year's Modena Cento Ore** are record-breaking:

- **107 cars** registered, (101 at the starting line), out of a total of more than 250 applicants
- **18 countries** were represented, with **202** competitors from all around the world: England, France, Germany, Switzerland and other countries in Europe, as well as United States, Brazil, and New Zealand...
- **19 motor vehicle manufacturers** were represented, shared out evenly between the Italians (Ferrari and Alfa Romeo), English (Jaguar, Lotus, and Ford), Germans (Porsche, Mercedes-Benz and BMW), and Americans (AC Shelby Cobra, Ford and Chevrolet)
- **11 Special Stages** on roads closed to normal traffic, 3 GPs and 1 super special stage for the speed section
- **10 average speed trials** and **13 timed trials** for the regularity section
- **4 legs** arriving in **different cities**

- **832 km** of roads in **4 days** of driving
- More than **600 people** were **involved** in the event, including the organisers, staff, rally officials, timekeepers and photographers.

Thanks

The organiser's heartfelt thanks go to all those who made this event such a success: first of all, the crews whose enthusiasm made the 2018 Modena Cento Ore such a unique experience for us all.

We would also like to thank the Authorities in the Cities, Provinces and Regions we drove through, Automobile Club d'Italia, the many Rally Officials, our Police Escort, all the staff and volunteers whose support was fundamental for making all of this possible.

The success of the Modena Cento Ore is also possible because of the support of our superb partners like RM-Sotheby's, the world-leading auction house in this field that has partnered the event for many years; Cuervo y Sobrinos for being the official timekeepers of the race; Blacfin, one of the most prestigious brands in eyewear, specialising in titanium glasses. We would also like to thank Tenuta Setteponti, whose excellent wines were a fine complement to the fabulous menus we enjoyed after a long day behind the wheel.

The 2019 edition of the Modena Cento Ore will be announced in September as usual, but the event itself will be held as always at the beginning of June.

(Full list of the winners by class attached).

You can download **a selection** of photographs of the event here:

- photos of leg 4: <https://we.tl/ZPSkVAA7uX>
- photos of leg 3: <https://we.tl/NZaeSzBG2C>
- photos of leg 2: <https://we.tl/yyOynlBfY4>
- photos of leg 1: <https://we.tl/XrU9KPI7mM>
- photos of the checks: <https://we.tl/h8khDdcCwx>

I remain at your disposal for any further information or photographic material, also on an exclusive basis.

Have a good day

Francesca

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The route and the legs: the event day by day
MODENA CENTO ORE 2018

DAY 1: HISTORIC MONZA CIRCUIT

And they're off!

The Modena Cento ore 2018 has crossed the starting line.

This year, 101 cars passed scrutineering, divided into two sections: 72 in the competition class, and 29 in the regularity class. Both classes included some of the most famous competition cars in the history of motoring.

The race started at the magical track in Monza with two very different but equally challenging trials: the adrenalin rush of the speed trial with a starting grid, where the GT40 dominated the field, and the very exciting trial on the legendary high speed oval where the competitors experienced the emotion of a "recce" on the track, like in the past, before ramping up the speed to meet the average times and speeds set.

The race had only just got off to a start at Lombardy's famous track, but it was soon clear to all that the competition would be fierce this year: the long straights gave the cars fitted with the American V8 "Big Blocks" the potential to show off a little.

We were all amazed at the speed of the Ford JT40 driven by crew 39, Richard Meins - Tim Huxley (UK), with the Shelby Cobra Daytona Coupe and crew 6, Olivier Ellerbrock – Klaus Rohwer (DE) hot on their heels.

The most interesting cars on the track from a historical point of view included the Lancia Stratos N.70 driven by Max Girardo (CH) with Elio Baldi (IT), the Lancia 037 Stradale with race number 71 Robert Wadsworth – Alistair Oxley (UK), the Ferrari 250 SVB and 1954 Ferrari 375 MM Pininfarina Spider driven by crew 19, Gigi Barp and Thomas Shaughnessy (ITA-USA). The Porsche 904 Carrera GTS of the Royal Automobile Club, number 41, driven by David Clark and Ben Shuckburgh, also got a lot of interest. The backdrop for all of them was a parterre considered by many to be the who's who in motoring terms, but that is the standard at the Modena Cento Ore, consisting of Daytona group 4, Porsche 911 in every racing version ever built from the 60s to the end of the 80's and the classic English sports cars.

After crossing Milan so the Modena Cento Ore could salute the local Automobile Club, a quick drive down the motorway took the competitors to Pietraspaccata for the 9 km hill climb along a road passing through the fantastic scenery of the hills above Parma.

As usual, the Modena Cento Ore proved to be challenging for both men and their vehicles, and a few had already gone askew by the time the first leg arrived in Salsomaggiore Terme.

The, as the sun set over the town, the mechanics got to work so that as many crews as possible would be ready at the start the next morning.

As one of our competitors wrote in the chat-room: "I'm boiling, I'm thirsty and I'm starving, so everything is just fine! I couldn't be any happier. I was hoping to get to the end so I could have a drink of water, and my wishes were granted with abundance, since the heavens opened as soon as I parked the car."



DAY 2: VARANO RACETRACK AND THE SPECIAL STAGES

The engines were roaring on day two of the rally.

The Modena Cento Ore 2018 sprung into action for the second challenge at the compact yet technically-interesting racetrack at Varano de Melegari whose length of 2350 metres allows the general public to watch the race as it evolves.

Today, after an ultra fast Monza, we were expecting to see the smaller, lighter and nimbler cars getting their revenge because they are technically more suited to the tight S-bends at Varano. On paper, the Lotus, MG V8, Porsche 911 and Lancia Stratos had an advantage along with the Ford Escorts and indeed they held their ground well but without managing to impede the winning roll of the 1964 Cobra Daytona Coupè driven by crew 6: Olivier Ellerbrock – Klaus Rohwer.

After yesterday's driving, there were a few marks on some of the cars' bodywork, showing that the competition was tough, difficult and a challenge, and that even the smallest mistake can be costly ... but it's all worth it!

Our thoughts always go back to the team of mechanics, capable of reinstating the condition of the cars in most cases, so they could continue the race.

After Varano, the Apennine hills in Emilia offered the crews a drive though some magnificent scenery, made even more attractive by the sunshine, the clear skies and the explosion of colour of the flowers. It was a treat for all the crews who enjoyed a fresh, relaxing drive at a pleasantly slower pace.

The challenge continued with the uphill special stages in the morning and two more in the afternoon.

The crews stopped to have lunch in the magical setting of the grounds of Fondazione Magnani Rocca, amidst peacocks, flowers in bloom, and a splendid collection of art.

Then it was back to the hairpin bends at full throttle, and the technically difficult tight bends for men and machines, whether they were involved in the speed trials or the regularity section.

For many, the view of Versilia's splendid coastline was the best possible way to end the day. The arrival in Piazza Marconi at Forte dei Marmi saw the public flocking to see this incredible parade, alerted by the roar of the engines of more than a hundred of the most beautiful cars in the history of motor sport.

After parking up, there was time for a shower, a drink, and a quick change of clothes for the evening event on the beach at sunset and the Bambaissa Beach Party: one of the most highly anticipated evening gatherings.

Once again, the mechanics were ready to get started on any cars needing a helping hand whilst the crews were getting ready for dinner. Before turning in for bed, one last look at the road books to study the next day of the race. Tomorrow, another motor sporting must awaited: the race was setting off from the Mugello circuit...

And then special stages at Montefaggiola and Sambuca, the checkpoint in the old town centre of Scarperia, opposite Palazzo dei Vicari, and then the magical arrival in Florence.



DAY 3: MUGELLO MAGIC

Here's to Day Three!

Friday was the third day of the Modena Cento Ore 2018 and the rally was back at one of the most popular places for its competitors: Tuscany, and Mugello Racetrack in particular.

Mugello was made all the more exciting because there were still all the signs of the Moto GP that had raced there just a few hours before with thousands of fans watching.

As always, the ramps of one of the most famous tracks in the world proved to be critical for deciding the positions of the crews.

A few contacts, a few mechanical problems, but the positions were starting to become clearer ahead of the last day of the race.

It was hard to imagine the smaller cars would be able to make up the gains against them, often suffering on the ramps at the Mugello. Nevertheless, everyone was incredibly surprised by the speeds achieved by the Ford Escort RS 1600 driven by the English duo Kevin Jones and Lee Jones, who gave the much more powerful cars a run for their money.

The uphill special stages on a particularly narrow and tortuous itinerary also made for an intense day behind the wheel, levelling out any gains made by the bigger cars at Mugello.

It was a chance for the Lancia Stratos, MGB, Alfa Romeo G, as well as the more compact Porsche 911 and 914/6 to show what they were capable of.

The route was also challenging for the cars tackling the regularity rally, because of the length of the route and the difficulty to keep to the average speeds required despite the hairpin bends and the narrow mountain roads.

The beautiful Tuscan scenery accompanied all the competitors who also enjoyed an unexpected day of sunshine, as the forecast rain only made an appearance with a short but intense downpour in mid afternoon.

The day came to a close with a bird's eye view of Florence before the spectacular arrival in the city when the cars parked in Piazza Ognissanti, forming a strong contrast between the race cars and the Renaissance buildings in the area.

The crews set off from Florence the next morning for the short trip back to the Mugello track for the first time check and the departure for the fourth and last leg involving 5 special stages, including 4 hill climbs and one on the racetrack.

The last appointment for the crews is at Piazza Grande in Modena, when the cars will start arriving at 4.30 pm

The winners of the 2018 edition will step up onto the podium at 7 pm.



DAY 4: THE ARRIVAL AT MODENA

And here we are ...

Modena and the track at Marzaglia awaited the Modena Cento Ore crews to return to the Po Plain after setting off four days earlier.

In these four days, this fun-filled, noisy crowd has driven 763 km, and raced on 4 tracks: Monza, Varano, Mugello and Modena, completing 11 special stages uphill on roads closed to normal traffic.

As usual, the group of 101 crews that crossed the starting line lost a few of its number along the way. Some dropped out because of mechanical failure, others due to human error. A few were just unlucky, but it was nice to see that even those who were forced to retire, for whatever reason, always made sure they caught up at the end of each leg to carry on enjoying their time with friends and rivals.

This is another element that makes the Modena Cento Ore so special: seeing how the spirit of camaraderie always prevails despite the often fierce rivalry on the track. Reading the chat-room used by all the competitors, it is not uncommon to see tyres, mechanics and spare parts being borrowed or exchanged, even if it means helping out a potential rival.

The dawn departure from Florence in convoy fashion on Saturday gave the crews the chance to experience a little more of the magic of this marvellous city.

The morning continued with the time checks at Mugello and then 2 special stages: Giogo and Cornacchiaia, extremely technical and fast.

After stopping off for lunch, the route continued across the legendary Futa and Raticosa passes: always a joy for drivers.

After the two special stages in the afternoon, the last challenge was the track at Marzaglia close to one of the most important cities in the history of motor sports: Modena.

The arrival in Piazza Grande was the chance for the public to see the cars close up and for the crews to enjoy some well-deserved applause.

The many winners of the 2018 Modena Cento Ore took to the podium

The winner of Speed, periods GHI, is crew 56: Glenn Janssens - Tom De Geetere in their 1981 Porsche 911 SC,

The winners of Periods D-E-F were Philip Walker - Miles Griffiths, crew 1, in the 1964 Jaguar E-type

For the index of performance, the winner is crew 20: Martin Halusa - Susanne Halusa in their 1952 Ferrari 212 Export.

The winner of the regularity section is crew 104: Ernst Schroeder - Philipp Ruppell in their 1961 Porsche 356 B

THE PODIUMS AT THE MODENA CENTO ORE 2018	
MOTIVATION	CREW
REGULARITY	
1st TEAM	AC Owners Club
LADIES CUP	80 - Joelle Housseau - Aude Moreau Ferrari Dino 246 GT, 1972
3rd classified	105 - Markus Schreen - Elisabeth Schreen Jaguar E-Type Flat Floor, 1962
2nd classified	80 - Joelle Housseau - Aude Moreau Ferrari Dino 246 GT, 1972
1st classified	104 - Ernst Schroeder - Philipp Ruppell Porsche 356 B, 1961
COMPETITION PERIODS (all together on stage)	
E PERIOD	12 - Alexis De Beaumont - Maitè Moline Ferrari 250GT SWB, 1959
F PERIOD	1 - Philip Walker - Miles Griffiths Jaguar E-Type, 1964
G PERIOD	64 - Peter Kolling - Andreas Kainer Porsche 911 S, 1971
H PERIOD	70 - Max Girardo - Elio Baldi Lancia Stratos, 1965
I PERIOD	56 - Glenn Iannsens - Tom De Geetere Porsche 911 sc, 1981
COMPETITION SPECIAL PRIZES	
1st CIRCUIT RACES	39 - Richard Meins - Tim Huxley Ford GT40, 1965
1st SPECIAL STAGES GHI	56 - Glenn Iannsens - Tom De Geetere Porsche 911 sc, 1981
1st SPECIAL STAGES DEF	1 - Philip Walker - Miles Griffiths Jaguar E-Type, 1964

LADIES CUP	29 - Daniela Ellerbrock - Jackie Rohwer Alfa Romeo Giulia Sprint GTA, 1965
1st TEAM	MUGOLONE
COMPETITION 50s SPORTS CAR	
1st classified	22 - Richard Wilson - Anna Wilson Maserati 250S, 1957
1st classified index of performance	20 - Martin Halusa - Susanne Halusa Ferrari 212 Export, 1952
COMPETITION INDEX OF PERFORMANCE	
3rd classified	29 - Daniela Ellerbrock - Jackie Rohwer Alfa Romeo Giulia Sprint GTA, 1965
2nd classified	24 - Augustin Sabatié-Garat - Alexandra Balducci Jaguar XK 120 OTS, 1951
1st classified	20 - Martin Halusa - Susanne Halusa Ferrari 212 Export, 1952
COMPETITION G/H/I	
3rd classified	78 - Kevin Jones - Lee Jones Ford Escort RS 1600, 1972
2nd classified	70 - Max Girardo - Elio Baldi Lancia Stratos, 1965"
1st classified	56 - Glenn Iannsens - Tom De Geetere Porsche 911 sc, 1981
COMPETITION PRE-1965	
3rd classified	5 - Chris Lillington Price - Keith Morris Jaguar E-Type, 1961
2nd classified	6 - Olivier Ellerbrock - Klaus Rohwer Shelby Cobra Daytona Coupé, 1964
1st classified	1 - Philip Walker - Miles Griffiths Jaguar E-Type, 1964