

# Modena Cento Ore 2021

## SOGGIORNO ITALIANO

>> 8-13 JUNE 2021



BY UGO VICENZI  
PHOTOGRAPHS: CANOSSA EVENTS (10), OKP (1)

At Marzaglia, north of Modena, there's a nice race track named Autodromo di Modena; it is strategically located at the centre of 'Motor Valley', less than one hour's drive from Ferrari, Lamborghini, Pagani and Dallara. Modena is close to the Adriatic and Tyrrhenian Seas, so the locals typically spend their weekends at one of the two seashores. In the triangle between Modena and those shorelines, you can find famous race tracks like Imola, Misano and Mugello; the idea of connecting all those places exists since the times when 'autoraduni' were popular in the 1960s.

Take all those ingredients, add 100 high-level historic cars, competitions on race tracks and special stages, nice evenings in hotels, with attractions and excellent food, travelling on scenic roads from the Apennine Mountains to the seaside, and you have the receipt for a very nice event named Cento Ore di Modena, a competition organised by Canossa Events that allows participants to compete on the tracks and on the roads, with connecting sections that offer spectacular panoramic views. Once the helmets have been removed, you can take in the historic sights and enjoy some first-class Italian hospitality and food. Nine out of ten participants come from abroad, which goes to show how much motorsport enthusiasts from all over the world appreciate this event. And once again, they brought some outstanding cars to Northern Italy this year.

The Modena Cento Ore, which was first held in 2000, is open to cars from the 1930s to the 1980s (FIA periods C to I). This year's centre of attraction were the two Ferrari 250 GT SWB Competizione, from 1960 and 1961, respectively, of Martin and Susanne Halusa and Adrian and Nicholas Beecroft; the Beecrofts' 250 GT SWB, chassis number 2129GT, won the 1961 Tour de France and ended up second overall at the 1,000 Kilometres of Montlhéry, as well as winning the GT class at the Rouen Grand Prix and scoring an impressive second at the Le Mans 24 Hours.

The Porsche 911 Carrera 3.0 RSR from 1974, chassis number 911 460 9051, driven by Modena Cento Ore debutants Daniele Perfetti/Alan Scorcioni, is the car



that was raced at the 1976 Le Mans 24 Hours by Ecurie Robert Buchet, winning the GT class. It also took part in the Tour de France.

The Alpine Renault A110 1800 of Christian Chambord and Patrick Fourestie has the Tour de France Auto and the Tour de Corse 1972, with Jean-Pierre Nicolas and Jean Todt, on its résumé.

The 1970 Alfa Romeo 1750 GT Am driven by Michael Vos and Ludwig Yuergen, chassis number AR2438264, won the Group 2 class at the 1974 Giro d'Italia with Ghislotti and Galimberti at the wheel.

The Lancia Stratos Group 4 from 1975, chassis number 829ARO001936, driven by Pierre Mellinger and Tommaso Gelmini, is a former Jolly Club car driven at the time by Ferdinando Montaldo.

**LEFT** Among the 100 cars taking part in the Cento Ore di Modena was a Group 4 De Tomaso Pantera driven by Christophe Germain and Antoine Darley. The colour scheme of the car was clearly inspired by the psychedelic 1970 Porsche 917 of Larrousse/Kauhsen.

**TOP AND BOTTOM** The Castello di Valenzano, not far away from Arezzo, was the site for a group lunch after the first mountain stage and a nice backdrop for the cars which included an Alpine A110 once driven by Nicolas/Todt and a group of Alfa Romeo GT Ams and GT Juniors.



The 1975 Porsche 911 Carrera RSR, chassis number 911 460 0597, driven by Didier and Dominique Cazeaux, was a Kremer car in 1975 and 1976, sporting the smart Camel livery.

There's also a Regularity competition at the Cento Ore, which included some remarkable cars as well. Among them was a 1952 Jaguar C-Type, chassis number XKC016, driven by Joel and Alva Berg, a car that took part in the Mille Miglia of 1953.

The Maserati 200S from 1956, chassis number 2405, driven by Enzo and Federico Moroni, was a works Maserati car in 1956. Stirling Moss raced it in the Gran Premio Supercorte Maggiore and Cesare Perdisa in the Gran Premio di Bari.

The Ferrari 308 GTB, chassis number ZFF-HA01B000022409, driven by Oscar Brocades Zaalberg and Evan Chersberghen, is an ex-Henry Toivonen Group B rally car.

**ABOVE** In the evening of the first day, the cars were lined up for the first circuit race at the Misano World Circuit.

**TOP RIGHT** At the start at Misano, the Jaguar E-Type of Thomas Kern/Stephan Peyer and the Porsche 904 Carrera GTS driven by Jean-Marc and Patricia Bussolini share the front row. The cars, both of which were built in 1965, came first and second in the 'up to 1965' class.

**BOTTOM RIGHT** The cars of the 'after 1965' class speeding towards the Tamburello corner at Imola.

The 1965 Alfa Romeo Giulietta Sprint GTA, chassis number 613013, was racing at the time with Nanni Galli and later became a regular winner with the Chiapparini brothers.

The field wasn't entirely made up of 'gentleman drivers' and collectors. Tiago Monteiro, the former Jaguar Formula 1 and current Honda WTCR driver, was at the Cento Ore as well, racing a 911 RS.

In typical style, the Cento Ore didn't start with a competition, but with an aperitif at the seaside in Rimini. The event mixes the high life with hard battles on the tracks, and the overall mood is quite relaxed. On the next day, competition began with the Pieve Santo Stefano-Passo dello Spino hillclimb, a stretch of road famous from the Italian Hillclimb Championship, followed by a rich lunch in the garden of the Castello di Valenzano. In the afternoon, there was a rally stage at Ponte alla Piera, before the competitors took the scenic route to San Sepolcro and Città di Castello, where a special stage was contested at Bocca Serriola. Later the caravan of cars passed through the splendid historic centre of Urbino on the way to the Misano World Circuit, where there were two races for the classes up to and after 1965.

On the following day, the forever splendid Imola race track was awaiting for another competition, after which the Porsche 911 Carrera RS of Michael Stoschek/Tiago Monteiro was leading ahead of Perfetti/Scorcioni on a similar 911 RS. Rally stages were later scheduled at Monte Faggiola, Sambuca and Passo della Colla, with the field arriving at Florence by sunset. A gala dinner was staged at Santa Maria Novella, in the heart of Florence, to the sound of violins.





The next day started with racing at Mugello, followed by a transfer to Montecatini Terme, where a sumptuous lunch was awaiting in the historic spa town. In the afternoon the Cento Ore moved to the area where the Rally del Ciocco is held; two special stages were organised at Ranaio and Carregine. Dinner was served on the shore of the Tyrrhenian Sea at Forte dei Marmi, where the participants enjoyed their food on the beach.

Next up, on the way to Modena, were two fairly tortuous special stages in the Apennine Mountains, San Rocco and Passo delle Radici, which gave smaller cars a chance to regain some of the time they had lost to their more powerful rivals on the race tracks. The last competition was at the Autodromo di Modena, celebrating the track's 10-year anniversary. The Cento Ore has been one of the most important events for the autodromo since its reopening in 2011. The final item on the schedule was displaying the cars in the centre of Modena, near the restaurant where the final dinner was served.

There are two classifications, for cars built up to and after 1965, plus a regularity contest and a Performance Index classification where coefficients are used to try and create a balance between cars with different performance levels.

The Swiss pair of Thomas Kern and Stephan Peyer with their Jaguar E-Type won the 'up to 1965' class ahead of the Porsche 904 of Jean-Marc and Patricia Bussolini, while the 911 RS of Daniele Perfetti and Alan Scorcioni took the honours in the 'after 1965' class ahead of the Escort RS1800 of Andrew Siddal and Seb Garcia Perez. Mathias Körber and Roberto Restelli, driving an Alfa Romeo Giulia GTA 1600, were the winners of the performance index classification ahead of the GTA of Ivan and Brigitte Vercoutere, while the regularity section went to the AC Shelby Cobra 427 of Philip Vlieghe and Oliver Laporte leading the Porsche 911 T of Axel and Urban.

In addition, a couple of special prizes were given out. 'Best Ferrari Crossing the Finish Line' went to the Ferrari 250 GT SWB Competizione of Adrian and Nicholas Beecroft; the Youngest Competitor Prize went to Lara Charlotte Schwiering, co-driver of a 1971 Alfa Romeo Giulia 1750 GT Am, and the Oldest Competitor Prize went to Peter Uhler, driver of a 1967 Jaguar Mark 2.

**ABOVE** The prize-giving ceremony, with a suitably illustrious background in the shape of the Modena Cathedral, a masterpiece of Romanesque architecture completely covered by white marble, almost a thousand years old.

**TOP LEFT** The Alfa Romeo Giulia GT Am 1750 of Timm Peter Meinrenken and Lara Charlotte Schwiering battling at Imola with a GT Junior.

**BOTTOM LEFT** The beautiful countryside and the splendid historic buildings, such as this passage in the Medieval centre of Modena, contribute to the special atmosphere of the event.

**AUTOMOBILSPORT:** A German driver racing with an Italian organisation – how did you get together?

**Restelli:** We met in Roberto's small workshop. Mathias has one of the leading Alfa Romeo racing parts companies, OKP in Munich, and the Alfa Delta company that was born from the original small workshop became a distributor for OKP. Mathias later sent his various racing Alfas to Alfa Delta in Marnate, near Varese: a GT Am, a GTA 1600, a GTA 1300, a Giulia TI and a Giulietta SZ.

**Körber:** Alfa Delta is a very professional organisation, and I have an excellent relationship with them. We are almost like brothers.

**AUTOMOBILSPORT:** Alfa Delta is well known as a tuner for historic Alfa Romeos. What else do you do?

**Restelli:** Keeping customer cars up to date and in perfect condition for racing is our main line of business, but we've also had several requests to build replicas of Alfa Romeos that are impossible to find or too expensive. We prepared a number of GT Ams, starting from production 1750s and carefully adhering to the Group 2 specifications of the era. By using current tools and specifications, we might even produce a replica that is faster than an original, hugely expensive works GT Am from Autodelta. Roll bars are now welded. We can use faster slick tyres and, therefore, more aggressive suspension settings. Unfortunately, we still have to use the original brake systems with Porsche callipers, but the final result is a faster and more reliable car. We have a number of customers, mostly in Germany, Switzerland and Italy. The GTA 1600 we used in this year's Cento Ore is an original GTA that had already done the event in 2019, modified with a second racing seat and softer suspension for the rally stages. We had two final reduction gears that we changed at night before fast circuits or slower mountain stages.

**AUTOMOBILSPORT:** What is your general impression of the Modena Cento Ore?

**Körber:** The Cento Ore is a wonderful event, mixing real racing and travelling on some nice Italian roads. It is getting more and more professional every year. Ten years ago, the field of cars was much less professional, now there are plenty of competitive cars, expensive cars and determined drivers. The atmosphere is fantastic, you meet fellow enthusiasts from all over the world and enjoy some of Italy's best. The Tour de France Auto is probably the only other event like it.

**AUTOMOBILSPORT:** How did you split your driving during the event?

**Körbig:** I like to drive and don't feel too comfortable as a navigator, a task that Roberto performs perfectly, so I drove all the rally and mountain stages, as well as Imola and Mugello. Roberto was at the wheel in Misano and Modena.



**ABOVE** Laurels, cups and a bottle of Prosecco decorate the winning Alfa Romeo Giulia GTA 1600 driven by Mathias Körber and Roberto Restelli.

**RIGHT** One of the many cars with an excellent pedigree was this Group B Ferrari 308 once driven by Henry Toivonen.

**AUTOMOBILSPORT:** Did you feel like you were in a relaxed environment for racing, or was it more of a real battle?

**MK & RR:** Everybody is a friend and relaxed in the evenings, on the seaside or in the hotels, but when you put your helmet on, it's time for some tough racing. So tough, in fact, that there was a number of crashes. Some people are driving as if there's no tomorrow. In Misano a Lotus Elan crashed in front of us, splitting in two and catching fire. The rally stages are somewhat dangerous, since there's no time to practice beforehand. The organisers give you a road book with notes, and you have to rely on your navigator on roads that are often very fast and very narrow. But these roads are wonderful to drive as well.

**AUTOMOBILSPORT:** You won the Performance Index classification. What were the factors that contributed to the win?

**MK & RR:** Our car ran perfectly, and surely our ability on the special stages allowed us to compensate for time lost on the long straights on the circuits against cars like the Jaguars, Porsches and AC Cobras, some of which were 50 km/h [31 mph] faster. We were 3rd overall in the 'up to 1965' class after having started with the goal to at least be the first of the Alfa Romeos. We only had some overheating while travelling to Forte dei Marmi, maybe too many queues had taken their toll on the engine, and at night our mechanic Umberto decided to replace it with a new unit. In the end it was a wonderful experience, with wonderful roads and good organisation. 🚦

## CLASSIFICATIONS 2021 EDITION

### Speed – Up to 1965

POS.	NUM.	CREW	CAR
1°	24	Thomas Kern (CH)/Stephan Peyer (CH)	Jaguar E-Type
2°	8	Jean-Marc Bussolini (FR)/Patricia Bussolini (FR)	Porsche 904 Carrera GTS
3°	11	Mathias Körber (DE)/Roberto Restelli (IT)	Alfa Romeo Giulia Sprint GTA

### Speed – After 1965

POS.	NUM.	CREW	CAR
1°	29	Daniele Perfetti (BE)/Alan Scorcioni (BE)	Porsche 911 Carrera 3.0 RSR
2°	46	Andrew Siddal (GB)/Seb Garcia Perez (GB)	Ford Escort RS1800
3°	50	Timm Peter Meinrenken (DE)/Lara Charlotte Schwiering (DE)	Alfa Romeo Giulia 1750 GT Am

### Speed – Performance Index Compensated

POS.	NUM.	CREW	CAR
1°	11	Mathias Körber (DE)/Roberto Restelli (IT)	Alfa Romeo Giulia Sprint GTA
2°	19	Ivan Vercoutere (FR)/Brigitte Vercoutere (US)	Alfa Romeo Giulia Sprint GTA
3°	18	Andrew Lawley (GB)/Brij Kotecha (GB)	Alfa Romeo Giulia Sprint GTA

### Regularity – Overall Classification

POS.	NUM.	CREW	CAR
1°	74	Philip Vlieghe (BE)/Oliver Laporte (BE)	AC Shelby Cobra 427
2°	67	Axel Urban (DE)/Andrea Urban (AT)	Porsche 911 T
3°	68	Ruben Maes (BE)/Aswin Pyck (BE)	Porsche 914/6
4°	82	Carlo De Buck (BE)/Wilem De Buck (BE)	Porsche 911 Carrera Coupé
5°	65	Christian Gabka (DE)/Andreas Christian Hoffmann (DE)	Porsche 911 Carrera RS

