

**MODENA CENTO ORE 2020:  
THE 20<sup>TH</sup> ANNIVERSARY EDITION HAS COME TO A CLOSE!**

**1000 kilometres and 100 hours to mark the 20<sup>th</sup> anniversary.  
These are the numbers of the 2020 edition of the Modena Cento Ore, that had the crews competing along an itinerary from Rome to Modena.**

**3 circuits** with races held on the racetrack: Autodromo dell'Umbria at Magione, the Enzo and Dino Ferrari Circuit at Imola, and the Mugello Circuit.

**11 special stages** uphill on the most beautiful roads climbing up through the Apennines in central and northern Italy

**11 average speed trials**

**11 car manufacturers** represented

**4 cities** where the legs of the race arrived

**99% of foreign participants** with people coming from England, Hong Kong, United States, Switzerland, Germany, Japan, South Africa, Belgium, Ireland, Austria, and Canada

**0 residual emissions** of CO<sub>2</sub>

**More than 600 people involved** in the event, including the organisers, staff, sports personnel, timekeepers, photographers, cameramen...

Although the pandemic caused a few organisational headaches, leading to turmoil in the logistics "on the go", the participants were able to truly enjoy a few days of "driving freedom".

Winners of the **overall rankings** for the **speed section for pre-1965 cars** were Swiss crew T. Kerne and S. Peyer in a Jaguar E-Type, British crew J Kennedy and L. Kennedy in a Lancia Aurelia B20 GT, and Swiss crew A. Meyer and M. Meyer in a Ferrari 250 GT SWB SEFAC.

The winner of the **overall rankings for the speed section for post 1965 cars** was Belgian crew G. Janssens and T. De Geetere in a Porsche 911 SC, followed by British team A. Siddali and S. Perez in a Ford Escort RS 1800, and British team P.L. Kadoorie and D. Wells in a Porsche 911 3.0 RS.

The **Index of Performance Rankings** went to the British pair J. Kennedy and L. Kennedy in a Lancia Aurelia B20GT, followed by T. Kern and S. Peyer from Switzerland in a Jaguar E-Type, and A. Meyer and M. Meyer also from Switzerland in a Ferrari 250 GT SWB SEFAC.

For the **Regularity section**, first place went to the German crew S. Rohleder and N. Hahn driving for the Bad Boys Racing team in a Porsche 911 2.4T, followed by Belgian crew C. De Buck and W. De Buck in a Porsche 911 Carrera Coupé, and British crew A. Martin and A. Martin in a Ford Mustang GT.

The Best Ferrari Restoration special prize offered by Carrozzeria Brandoli went to the Ferrari 250 SWB Berlinetta SEFAC.

As usual, the prize for the support staff that gave us the most incredible "Technical Miracle" was met with the loudest standing ovation of all. The challenge is reaching very high levels, and miracles are made hot on the heels of one another. This year's standing ovation went to the British team K. Jones and L. Jones supporting the 1976 Ford Escort 1600 RS.

The "In Memory of Sir Stirling Moss" prize for the crew that delivered the best performance on the road trials from Florence to Bologna went to crew A. Martin and A. Martin.

The "Spirit of MCO" prize for the crew that stood out for



their sheer determination to take part, compete, and cross the finishing line, at whatever cost, went to crew R. Evans and J Faux in an Iso Rivolta IR 300 GT.

Winner of a fire extinguisher (in perfect working order), the ultimate symbol of the "Fireworks" award, was crew B. Gill and D. Didcock in the Ford Escort RS 1600, and we don't think we need to explain why...

As per tradition, part of the proceeds of the Modena Cento Ore was donated to the Panathlon Club of Modena to help support sports projects for disabled children.

As always, the Cento Ore is the only green event in the industry. Canossa Events also confirmed its environmentally friendly approach as it continues to apply the CarbonZero protocol at its events, and will fully offset the residual CO<sub>2</sub> emissions produced by the Modena Cento Ore 2020 by planting new trees in the Tuscan-Emilian Apennines. The Modena Cento Ore remains the only "zero emissions" event of its kind.

The success of the Modena Cento Ore is also possible thanks to the support of such superb partners as RM-Sotheby's, the world leading auction house for this industry; Blackfin, who designed an exclusive model of eye-wear for the crews; Amalgam, I Greppi, Brandoli, Noberasco, and Cantina di Vicobarone.

As always, the main focus of the Modena Cento Ore was the very high level of the cars taking part in the rally. A well-deserved mention should definitely go to the Ferrari 250 SWB Berlinetta SEFAC, the Ferrari 212 Berlinetta Touring, the Alfa Romeo 1750 GTAM "Facetti", the Aston Martin DB4 GT, the Shelby American Mustang GT 350, the Lamborghini Countach 25 Anniversario, the Jaguar E-Type Semi-Lightweight, and the Porsche Carrera 911 3.0 RS.

Speaking with the participants, the first thing they mentioned was how they truly admired the organisers for having believed in their dream and for all their hard work in making the Modena Cento Ore happen in 2020; how lovely it was at the Imola Circuit, whose gentle itinerary proved the perfect match for classic cars, the always exciting challenge of the hill climbs; and the thrill of the parade through the centre of Rome, an absolutely unique and extraordinary experience.

Listening to what they had to say, it was also clear that the Cento Ore was also something of a challenge, and that everyone found themselves facing some kind of mechanical hiccup.

We would like to round this off with the comments passed by Luigi Orlandini, CEO of Canossa Events and Patron of the event: "There is no doubt that this was the most difficult edition from an organisational point of view. I have my team to thank for their commitment and for their prompt action when faced with the never-ending changes in the regulations, as well as the authorities and the motor vehicle manufacturers based in the Motor Valley for their advice and support.

But the biggest thanks of all go to all the participants who decided to come and join us on our 20<sup>th</sup> anniversary".



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For more information, go to our website: [www.modenacentooreclassic.it](http://www.modenacentooreclassic.it) or: [www.canossa.com](http://www.canossa.com)

## THE MODENA CENTO ORE DAY BY DAY

### Day 0: Rome

We're ready to go.

Never before was the preparation of the Modena Cento Ore so full of setbacks, tremors, doubts and unexpected changes to the original programme, as this year.

Nevertheless, here we are today, ready to tell you about the 20<sup>th</sup> edition at last.

Setting off from Rome this year is a way to celebrate this important anniversary, the place that was also chosen for the departure of the 15<sup>th</sup> edition.

Lots of cars registered given the circumstances, with an international parterre, full of classic car enthusiasts and famous names in this field.

There were the usual two sections: Speed and Regularity, with the competition taking place both on the racetrack and on the special uphill stages on roads closed to normal traffic over the next four days.

The technical scrutineering held at Villa Borghese in Rome city centre was a fine chance for people to admire some extraordinary cars, while their owners enjoyed the chance of meeting up again after spending the past few months in isolation.

The most admired cars were undoubtedly the Ferrari 250 Berlinetta SWB SEFAC, the Aston Martin DB 4 GT, the Porsche 911 3.0 RS, and the Jaguar E-Type semi-lightweight.

However, all the participants agreed that the prize for the most beautiful looks should certainly go to the oldest car in the competition: the 1952 Ferrari 212 Export, Touring Berlinetta.

The official start was scheduled for 5.30 p.m. with a parade through the centre of Rome, giving the crews the chance to admire the beauty of the Eternal City for an hour, and passers-by the chance to watch an astonishing and totally unexpected, peaceful invasion.

The convoy was led by 3 cars that are the symbol of the Motor Valley: Dallara Stradale, Ferrari Portofino, Lamborghini Countach 25 anniversario.

The parade through the centre of Rome gave the crews a close-up view of some of the most famous monuments in the history of mankind, including the Colosseum, the Spanish Steps, the Altar of the Fatherland, Castel Sant'Angelo and Palazzo Chigi.

As is tradition at the Cento Ore, after getting out from behind the steering wheel, there is time for some more relaxing distractions, as enjoyable as ever despite the restrictions imposed by current regulations.

Dinner on the first evening was held at Terrazza Caffarelli, well-earned after climbing to the top of the iconic Cordonata staircase leading up to the Campidoglio, awash in the colours of the Italian flag. And to finish, a thought that comes from the heart: "how beautiful Rome is!"



### Day 1: Rome to Perugia

And we're off!

This morning, the Italian flag waved off the first car in the race at 8.15 am.

The location chosen for the start of the Modena Cento Ore 2020 was Villa Borghese in Rome.

After a short drive out of Rome city centre to warm up the engines and the time checks at Monterotondo and Rieti, we left the Romanesque city walls behind us.

Then the engines got seriously into gear with the first special stage on the same itinerary of the legendary Rieti-Terminillo hill climb.

The Rieti-Terminillo was first held in 1966 and follows the route of the SS4B for about 15 km with a difference in altitude of 1125 metres and an average gradient of 8%. The route was considered one of the fastest and most selective in Europe on account of its steepness and very fast sections.

After stopping for lunch, where the service staff started work on fine-tuning the cars based on the feedback from the drivers, it was time for the second special stage, taking the same route again.



Many drivers said that the special stage was the most entertaining one because you can really enjoy the experience of driving when the road is closed to other traffic, but the most spectacular part was the road from Terminillo down towards Assisi.

This stretch of road runs between two mountains and the valley and is a non-stop series of gentle bends and hairpin bends, giving the crews a lot of fun in completely safe conditions.

The scenery around offered us a glimpse of what winter has in store, with the trees adorned in their autumn livery.

After completing the stage, the crews began the journey to Perugia, where the day's driving came to a close after passing through Assisi, one of the most fascinating places in central Italy.

The sun remained with us and for the moment our rain tyres were still packed away in the support vans.

## Day 2: Perugia to Florence

It is a rarity to witness beauty in so many different guises in a single day. Today, the second day of the Modena Cento Ore 2020, it gave us its best, with an incredible spectrum of marvellous moments.

The racing cars got off to a good start from the centre of Perugia, followed by the excitement of crossing Todi, greeted by the roll of drums opposite the temple of San Fortunato, and the incredible view of Santa Maria Assunta cathedral in Orvieto, the masterpiece of Gothic architecture in Central Italy. The "Colonneta" awaited, the special uphill trial, and the morning's events finished in style with the laps at the Magione circuit and lunch in the pits, alongside the cars with their engines still warm.

The afternoon was taken up by 2 special stages called "Portole" and "Rassinata", on the most winding and scenic roads in the area, followed by Arezzo and drinks under the Logge del Vasari in Piazza Grande looking onto the cars lined up on display.

A downpour of rain, culminating in a rainbow, accompanied the crews at the start of the drive to Florence, adding an extra special touch to the view.

As per tradition, the arrival in Piazza Ognissanti in the centre of Florence marked the end of the second leg.

The competition section was very selective right from the start, and there were many cars that had to slow down or even stop for different reasons. It will be the skills of the support staff that will decide if they can rejoin the group tomorrow, along with a stroke of luck in having the right spare part, or if the damage can be repaired. Our hope is to see everyone at the starting grid tomorrow at the Mugello Circuit.

We were delighted to see British crew R. Evans and G. Faux join the race a day late in their Isorivota IR300 Coupe GT, after a clutch failure on Sunday evening when the cars were driving through the centre of Rome.

At the end of the day, Belgian team G. Janssens and T. De Geetere were in the lead in the competition section in their Porsche 911 SC, followed by British crew A. Siddali and S. Perez in their Ford Escort RS 1800. There were less than 2 seconds between the two crews.

The regularity section is calmer but just as exciting, and the challenge to the tenth of a second is not quite as hard on the cars.

In first place in the regularity section was German crew S. Rohleder and N. Hahn racing for the Bad Boys Racing team in a Porsche 911 2.4T, followed by Belgian crew C. De Buck and W. De Buck in their Porsche 911 Carrera Coupe.

The tiniest distance separated them, holding the promise that the challenge over the coming days will be an exciting spectacle.

## Day 3: Florence, Mugello, Florence

After setting off from the centre of Florence, the third leg of the Modena Cento Ore 2020 headed straight towards Mugello Circuit nearby.

After the initial practice session, a downpour put the dampers on many people's plans.

It was drizzling when the cars took their places on the starting grid; the light rain quickly turned into a storm, forcing the safety car onto the track.

The rain slowed down after the first lap and the drivers were better versed in the conditions on the track, so the



green flag was waved and the race resumed.

Nevertheless, the track was still very slippery and the drivers had to test all their skills to keep the upper hand over their powerful engines.

A similar if somewhat less intense scenario awaited the regularity drivers and even a professional like Emanuele Pirro, behind the wheel of his Lamborghini Countach 25 Anniversario, had to be very careful to avoid skidding if he pushed his foot down too much on the accelerator.

There were a few harmless spins in the two races and fortunately no car had to withdraw from the competition due to "impact damage", even if some vehicles left the track with the mark of the Tuscan challenge.

After the races at Mugello, the cars immediately set off for the special stages a few kilometres ahead. The first one took place on the splendid bends up to Passo de Giogo, while the second one was held at Cornacchiaia. The recent downpour had also left the road here in a quite treacherous condition. In the afternoon, the crews retraced their steps for a second round of special stages that put the skills of the drivers to the test once again.

There was no change in first place in the regularity and speed sections since yesterday.

As for the rankings, despite today's changing conditions, Belgian crew G. Janssens and T. De Geetere were still in the lead in the speed section in their Porsche 911 SC, followed by British team A. Siddali and S. Perez in their Ford Escort RS 1800.

At the top of the regularity section was German crew S. Rohleder and N. Hahn driving for the Bad Boys Racing team in a Porsche 911 2.4T followed by Belgian crew C. De Buck and W. De Buck in their Porsche 911 Carrera Coupe.

But more and more of the other cars were getting closer in the competition for a place on the podium. The 2020 edition that had already endured so many changes due to the pandemic, starting with the date, was also proclaimed the edition with most changes "on the go".

As if to test the organisational skills of the Canossa team, a new government decree introduced just 24 hours earlier, forced them to reinvent the last two evenings.

As a result it is no longer possible to hold the Gala Soirée this evening at Palazzo Vecchio in Florence, and instead the location this evening will be the Ballroom of the St. Regis.

Tomorrow evening, the original location of the awards ceremony at the Military Academy of Modena has been changed to the MEF, the Enzo Ferrari Museum in Modena.

#### **Day 4: Florence to Modena**

We're at Modena.

The capital of the Motor Valley welcomed us with open arms after our 4 days on the racetracks in central Italy and the most testing hill climbs.

Holding back our emotions is always a challenge when writing these few words.

The joy, the pleasure of spending time together with friends driving such beautiful cars, contrasts with the feeling of sadness because we will be getting back to everyday life tomorrow.

Chatting with the participants, it is easy to understand they feel the same way too, and the pandemic around the world will make the journey home this year a little less joyful and filled with a few more unknowns for everyone.

In such strange times, it was so nice to spend a few days of pure enjoyment, even if it was accompanied by a healthy competitive spirit.

Many of the cars that survived the speed sections still bear the clear marks of the battle on the track on their bodywork. However, there was no change in the spirit of the competitors, which can easily be called indomitable.

A hammer and spanner are all you need to try to finish the leg somehow, to give the support team time to perform their usual miracles.

But the ultimate goal is the same for everyone: to arrive at Piazza Roma in Modena to be in the company of those who finished the race.



Two special uphill stages were held in the morning of the last day: Monte Faggiola and Sambuca were a real challenge due to their complexity in technical terms, the narrow width of the road, and the conditions of the tarmac ranging from dry to wet to dirty with soil and leaves.

The quest for the perfect trajectory rapidly became "let's try to get this bend behind us one way or the other".

After the splendid drive down towards Imola, surrounded by marvellous forests offering an absolutely spectacular display of autumn colour, the cars drove onto one of the most famous racetracks in the world.

Some of the most important pages in the history of Italian and world motor racing were written at Imola. For the most passionate fans, the experience of being behind the wheel at the Tamburello corner, still surrounded by Brazilian flags, was a heart wrenching moment.

From there, it was just a short stretch on the motorway to Modena and the grand entrance into the city centre ahead of a ceremony where Luigi Orlandini went on stage and welcomed all the crews.

The latest ministerial decree meant the planned location for dinner had to be changed from the Military Academy to the Enzo Ferrari Museum.

Host, Luigi Orlandini, gave a short speech, thanking the participants who managed to attend, and underlining how the official participation of Dallara and Automobili Lamborghini in the Modena Cento Ore 2020 was truly appreciated for its symbolic value of taking the message across the globe that there is no stopping the Motor Valley.

In his speech, he also thanked Ferrari for opening the doors of MEF for the gala dinner at such short notice.

And the prizes were distributed the same evening.

