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Modena Cento Ore 2021

By Andrew Newell - 14th Feb 2021

1000 Kilometres and 100 hours to mark the 21st anniversary. These are the numbers of the Modena Cento Ore 2021, which took the cars from Rimini to Florence and Forlì and Rimini before they finally reached Modena.

- Racing were held at four circuits: the Misano World Circuit, the Enzo and Dino Ferrari Circuit in Imola, the Rugolo Circuit, and the Modena Circuit.
- 9 special uphill stages evoked the most beautiful roads through the Apennines in Romagna and Tuscany.
- 9 average speed tests.
- 1 super special stage on the seafront.
- 21 car manufacturers represented.
- 4 cities where the logo of the rally arrived.
- 60% of participants came from abroad, confirming that the Modena Cento Ore ranks as one of the most important classics in the world.
- An overall endurance of 1100
- More than 600 people were involved in the event, including the organisers, staff, sports personnel, timekeepers, photographers, cameramen.

Although the pandemic caused a few organisational headaches, leading to further in the Modena Cento Ore ge', the participants were able to fully enjoy a few days of "driving freedom".

The Cars at Modena Cento Ore 2021

Some of the cars taking part in the Modena Cento Ore 2021 certainly deserve a mention for their wonderful pedigree, after making history in sporting terms.

Without a shadow of a doubt, the cars that drew the most admiring looks were the 1960 Ferrari 250 GT Cabriolet Series II competitione driven by Mattia and Susanna Valsecchi and Adriano and Romano Bernardi.

Not only do they rank among the most important collector's items in the world, they have had a history of racing and outstanding results. Seeing them compete in the competition section was a huge thrill for everyone.

Also by exotica is the 1962 250 GT SWB chassis 2129GT, driven by crew of A. Oberoeffl, a 1 for car that won the Tour de France in 1961 and came second overall in the 1959 Acro Montecarlo. Also in the mix was the Ferrari Dino of the Ocean Grand Prix and finishing second overall in the 24 Hours of Le Mans.

For their Modena Cento Ore debut, crew of Dr. Daniele Perfetti / Alan Scorcioni, brought the 1976 Porsche 911 Carrera 2.5 RSR, chassis 911A0800551, which did the 24 Hours of Le Mans in 1976 with L'Orsa Russel Baker, winning the GT class and the Tour de France.

Crew n° 151, Christian Chandoul and Marina Tramontin, drove the Alpine Renault A110 1600 S, chassis 18070, which was the winner of the Tour de France Automobile and second in the 1972 Tour Auto driven by J.C Mathole and J. Tabit, and also competed in the Tour de Corse.

The Alfa Romeo included the remarkable1970 1750 GTAm driven by crew of 31 Michael Vos / Lodwig Kamper, chassis AR1W30004, which was its chassis at the 1970 Giro d'Italia.

The only Stratos present at the 2021 edition was the 1975 Dr. A. chassis AZAR00SA01256, driven by crew n° 29, Mario Mellongui / Tommaso Gattoni, a former Italy Cup and Continentale Rhodes car.

In the world of Porsche, there was the remarkable 1975 911 Carrera RSR chassis 9115601000, driven by crew n° 30, Alessandro Pedretti / Alessandro Pedretti. Ferrari Racing Team car that competed in the 1975 GTA season wearing Corvel livery.

As regards the cars that entered the regularity section, the 1952 Birch grey Jaguar C Type, chassis XKC014 driven by crew n° 45, Dan and Ana Berg, took part in the Rallye Solar / Calvos, the Montecarlo Autostrada Drive, and the Mille Miglia in 1955 with its first owner.

The 1956 Maserati 200 S, chassis 2495, driven by crew n° 91, Eros and Federico Morosini, is a very rare model with a wonderful pedigree. It was used in the Sicilian Grand Prix and was very likely part of the Supercortes Regione Grand Prix in 1956 with Sir Stirling Moss followed by the Bari Grand Prix with Cesare Perdisa.

Remaining in the regularity sections, there was also a veritable superstar for this type of car, the Ferrari 166 GTB driven by Oscar Brevoskas Zaabang and Evan Clarendarjnet, crew n° 92, chassis 0700A0000000166EU, which is its racer day in Latina driven by Mario Tricoli.

Another noteworthy car was the 1965 Alfa Romeo Giulia Sprint GTA, chassis number 1C1012, which raced with Mauro Zanti behind the wheel in 1966, finishing second overall in the FIVA Cup at Monza and was later prepared and used for racing by Angelo Rotella Classic Cars. Also present at the Modena Cento Ore 2021 by crew n° 96, Alessandro and Chandler Van Vanderbeg Hubel.

The 2021 edition

Now the 2021 edition of the Modena Cento Ore has come to a close, Carrozza Events can confirm that the event is one of the most popular of its kind at international level. It is based on a formula that includes tests on the track, a long itinerary with very picturesque stages, and a few days of relaxation in the heart of the Emilia-Romagna countryside, with what makes it absolutely unique is the fact that drivers drive through towns taken off their hallmarks, they have the opportunity to get to know a lot of Italy's history and to sample the finest hospitality and superb culinary traditions that makes this unique country so famous.

Carozza Events is proud of the effective shown by their competitors for this wonderful event. Many, they are proud to be considered among the best in the world in their specific field.

Today the 4Ed of Carozza Events is based in the town of the Peter Ashley, but it also has operations in the United States and the Middle East.

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

As always, the Cento Ore is the only green event in this industry. Carozza Events also continued its environmentally friendly approach as it continues to apply the Carbonzero Protocol to its events. Thanks to the Carbon Footprint Calculator developed for the Modena Cento Ore 2021 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 its experts partners the Blancifiori, who designed an exclusive model of our seat for the cross, SRI Safesolo, the world-leading auction house for classic cars, Bimas, Bonafede, and Cologo.

As the 2021 Wine is a class, **Luigi Brandoli**, President and CEO of Carrozza Events, had the honour of being the first to cross the finish line in the Modena Cento Ore ceremonies, just a little ear-lier of the friends from the UK and other countries that usual. but join us, but we'll be waiting for them next year. The grids were full of exceptional cars, and the crews were all very happy to participate in the Modena Cento Ore because the organisers who helped us been creating the unique atmosphere of challenge and camaraderie that the Modena Cento Ore is all about. Thank you to all the companies and partners who helped us, Bonafede, Cologo, Bimas, Safesolo, Blancifiori, Hotel Ristorante Modena, all the cities involved and in particular Rimini, Firenze, Forlì, Bologna, Modena. I lastly hope that this has been the last edition in Cook times, and that next year we'll be allowed to hug and party again!".

The rankings

In the FIA CWSC-CSRP Competition ranking: first place went to crew n° 14, Thomas Kern - Kern Sportcars in a 1975 Porsche 911 Carrera 2.5 RSR, followed by crew n° 15, Andrew Snider - Rapid Sportcars in a 1969 Porsche 908 Carrera GTS with 911 Martina Winkler - Roberto Nobili in a 1965 Alfa Romeo Giulia Sprint GTA.

In the 2019 Competition ranking, first place went to crew n° 29, Daniele Perfetti - Alan Scorcioni in a 1975 Porsche 911 Carrera 2.5 RSR, followed by n°46, Andrew Snider - Seb Kitchener in a 1969 Porsche 908 Carrera GTS with n°47 Andrew Snider - Neil Mackessen - Lee Chandler Schwarzrey in a 1971 Alfa Romeo Giulia GTA 1300.

The Unity of Performance ranking went to crew n°71, Mattias Kistler - Roberto Nobili in a 1965 Alfa Romeo Giulia Sprint GTA, followed by n°33 Ivan Scrocaro - Bogdan Velculescu in a 1965 Alfa Romeo Giulia Sprint GTA and n° 18 Andrew Lewis - Bo Ackerlie in a 1965 Alfa Romeo Giulia Sprint GTA.

First place in the Regularity event went to crew n°34 Philip Wegle - Oliver Lapeyrie in a 1965 Alfa Romeo Giulia Sprint GTA, followed by n°33 Ivan Scrocaro - Bogdan Velculescu in a 1970 Porsche 911T and FIA Rallye Mare - Aaron Kuz in a 1970 Porsche 911T.

The winners of the ranking divided by periods were: Period 1, 1970, Michael Coley - Matt Edwards in a 1961 Fiat 1.5 Abarth Bialb, Period 2, 1970 Daniele Perfetti - Alan Scorcioni in a 1975 Porsche 911 Carrera 2.5 RSR, Period 3, 1971, Finn Peter Mercedes - Lara Chandler Schwarzrey in a 1971 Alfa Romeo Giulia GTA 1300, Period 4, 1972 Andrew Snider - Sebastian Meyer in a 1981 Jaguar E-type, Period 5, 1973, Martin and Susanne Mayer in a 1960 Ferrari 250 GT SWB Compizzonza.

The Best Ferrari Crossing the Finish Line special prize offered by Carrozzeria Brandoli went to the 1961 Ferrari 250 GT SWB Compizzonza driven by crew n°54 Adrian Beecroft - Nicholas Beecroft.

The prize for the best team went to Red Rocs Racing Limited n°47 and 60 for the regularity section and to Porsche GT Limited n° 71, 72 and 73 for the competition section.

The prize reserved for the support staff went to team GTO, consisting of Kevin & Leo Jones.

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