

**YOUNGTIMER CUP 2023**

The Youngtimer Cup is the Canossa Events' championship that brings the cars that raced between 1991 and 2005 back to the track arena.



In the first round of the Youngtimer Cup championship we attended an entertaining show, with drivers who didn't save their energy on the track, but, got out of their cars, they face the paddock with the utmost fair play, enjoying the spirit of these events.

The leitmotif of the weekend is the comparison between different styles of racing cars. On one side there is the **Marcos Mantis**; a classic British with a chassis built in the late nineties which was combined with a **powerful 4.600cc Ford Mustang Cobra** engine. The result was a project of a pure and hard racing car, all bonnet with **360hp** and some flaws, never hidden by the manufacturer, to bring out the skills of real drivers. Opposed against this, there are the German **BMW M3**, both in the group N version and in the more elaborate version for the VLN, and the Porsche 911 in the Carrera Cup version. The very Italian **Alfa Romeo 156 GTA** and **147 Cup** joined the beautiful challenge between the rear wheel cars, representing the front wheel drive models very well.

**Race-1.** In the qualifying **Matteo Panini** (Marcos Manitis – Circolo della Biella) jumped at the top of the timesheets and gained the first pole in front of **Olivo-Mosca's BMW M3 E46** and **Claudio Pucciarelli' (SESA Racing) Alfa 156 GTA**.

At the start, **Panini** kept the lead of the race leaving behind him **Roberto Olivo** (DC Racing) and **Armando De Vuono**, who took advantage of **Pucciarelli**'s absence on the grid to gain the third position. **Pucciarelli**, who started from the pit lane, made a good recover, signing a series of fast laps and turning in a formidable 360° at the second Arrabbiata, solved without any consequences. The first victory of the season goes to the English Marcos driven by Panini who pulled ahead of **Olivo**, **De Vuono** and of the aggressive **Pucciarelli**, who signed the best lap of the race.

**Race-2.** Also the qualifying for race-2 was marked by **Panini**'s Marcos, who further lowered the pole position limit with a beautiful 2'04.170, again in front of the **BMW** and the **Alfa Romeo**, driven by **Mosca** and **Pucciarelli** respectively. The start of race-2 is more exciting than race-1, thanks to the strike of the flying journalist **Eugenio Mosca** who between the Materassi and the San Lorenzo squeezed the nose of his **M3 E36** in front of the **Marcos**. Already at the end of the first lap **Panini** put things back in their place, returning to the lead of the race, but the **Mosca**'s flare-up is to be framed. **Pucciarelli** in third position fights closely with **Massimo Orlandini** and in the tension of the competition the Alfa driver Pucciarelli made a mistake, flying into the gravel of the Arrabbiata 2.

**The Full Course Yellow** after **Pucciarelli**'s way out didn't change the racing result, the winner was again Matteo Panini, which took the top of the podium together with **Mosca** and **Orlandini**, both on BMW. **Judd Schreiber** took a good fourth place closing the race on the beautiful Porsche 911 in the **Carrera Cup 1991 version** with the green-yellow colors.

**Matteo Panini**, having two victories to his credit, is enthusiastic about the new Canossa championship:

*"I hope that the Youngtimer group will improve, so that we can show lots of action, more and more beautiful cars, good overtaking and beautiful races. See you in Austria for the second round. The Red Bull Ring is a beautiful track and I won't miss it."*

The journalist and driver **Eugenio Mosca** shows that he appreciates the idea of the Youngtimer Cup:

*"At the start I saw that Matteo (Panini) braking hard. I thought he didn't want to exaggerate with the tires still cold and, since I had warm tires and I know my BMW well, I overtook Matteo. The idea of the YT Cup is excellent because there are many of these types of cars. With these cars you can't compete with modern touring cars because there is a twenty-years difference in the project, but they still have a lot to show. These cars are very satisfying, they want to be driven and give great fun. That's why I urge everyone who owns these cars to take them off their stands and come to enjoy. Canossa was brave enough to launch this excellent idea and organize the championship well, on beautiful tracks. With these cars it's important to race on certain type of track, like the ones you have on the calendar. It takes a lot of nerve to start showing that we are there and wait for others to join the company".*

**The calendar**

28-29 April – Mugello Circuit

June 9-10 – Red Bull Ring

9-10 September – Vallelunga racetrack

21-22 October – Misano World Circuit

**The Format**

1 free practice session of 25'

2 qualifying sessions of 20'

2 races of 20'

For press and communication-related inquiries: [press@canossa.com](mailto:press@canossa.com)

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*The Canossa Team***Canossa Events**

Reggio Emilia, Milano, Miami, New York, Dubai  
Phone: +39 0522421096 - Email: [info@canossa.com](mailto:info@canossa.com)

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