

MODENA CENTO ORE 2023

From Lazio to Emilia-Romagna, another year of unforgettable four-wheeled emotions



The 2023 edition

This edition of Modena Cento Ore has concluded, once again proving itself to be one of the most beloved international events, capable of surprising and providing unforgettable memories year after year.

The race unfolded over 4 days, competing on 4 of Italy's most famous circuits, featuring 9 Special Stages and covering a total distance of 959 km. The participating crews represented more than 15 nations, with over 90% of them being foreigners, mainly from Northern Europe.

The twenty-third edition started at Argentario and the competition took place all the way through Tuscany, Lazio, Umbria, and Emilia-Romagna. Crews experienced the racetrack atmosphere every day, first at Vallelunga, then at Magione, followed by Mugello, and finally, the grand finale in Modena. The challenging days behind the wheel were always complemented by spectacular evenings in dreamlike locations, such as the Gala Soirée at the Teatro della Pergola in Florence or the final evening at the Military Academy of Modena.

The finest culinary traditions and excellent hospitality added the perfect finishing touch to the one hundred hours of adrenaline on the track and along the Italian roads that captivate participating crews year after year.

But as always, the real stars are the fantastic cars that have traversed the Beautiful Country, passing through enchanting landscapes and marvellous cities like Florence and Perugia to reach the coveted finish line. The race was not without its challenges, but the results were, as always, thrilling.

"The Modena Cento Ore is a unique event. At Canossa, we put all our passion and determination to make it seamless and enjoyable. The cherry on the cake are the positive vibes, brought by our competitor and their support teams coming from all over the world."
Luigi Orlandini, Chairman & CEO of Canossa Events and Cavallino

"Stunning event. Goes straight to the top of my bucket list rallies"
Chris Harris, Top Gear presenter

The Rankings

In the Pre-1965 Competition Class C/D/E/F, the first-place team was Robin Ellis - Julian Thomas with their 1965 Lotus Elan "Shapecraft," followed by Philip Walker and Miles Griffiths in a 1964 Jaguar E-Type, and Marcus Anderson and James Rudd in a 1962 Jaguar E-Type.

The Post-1965 Competition Class G/H/I was won by Seb and Steven Perez in a 1975 Lancia Stratos HF gr.4, with Glenn and Conrad Janssens in a 1974 Porsche 911 Carrera RS in second place, and Judd Schreiber and Alberto Scilla in a 1970 Porsche 911 S in third place.

The "Index of Performance" was awarded to Alian and Jacob Thom with their 1965 Lotus Cortina, followed by Peter Reynolds and Simon Ward with a 1963 Lotus Cortina, and Robin Ellis and Julian Thomas with their 1965 Lotus Elan "Shapecraft."

Here is the ranking by period:

Period D: Albert Otten – Frauke Feess in a 1939 BMW 328 Roadster

Period F: Robin Ellis – Julian Thomas in a 1965 Lotus Elan "Shapecraft"

Period G: Timm Peter Meinrenken – Lara Schwiering in a 1968 Alfa Romeo 1750 GTAm

Period H: Seb Perez – Steven Perez in a 1974 Lancia Stratos HF

Period I: Joseè Oliveira – Valter Rosario in a 1981 Ferrari 308 GTB

The win of the Special Stages went to Seb Perez and Steven Perez, who, driving a Lancia Stratos HF, also claimed the award for the best time in the Special Stages.

In the Regularity category, the first place was taken by Karsten and Patricia Wohlenberg with their 1972 Porsche 911 RS, followed by Maxime Castelein and Filip Deplancke with a 1964 Sunbeam Tiger, and Luigi Zampaglione and Massimo Soffritti with a 1975 Porsche 911 3.0 Carrera RS.

Here is the ranking by groups:

Group 2: Maxime Castelein and Filip Deplancke with a 1964 Sunbeam Tiger

Group 3: Cecilia Muldoon – Simon Drabble with a 1971 Ferrari 365 GTB/4 Daytona

Group 4: Karsten Wohlenberg - Patricia Wohlenberg with a 1972 Porsche 911 RS

Group 5: Christopher Oneill – Heather Oneill with a 1988 Porsche 911 Carrera

The award for the best team went to Jaguar Classic for Regularity and Formula GT for Competition.

Special recognitions were given to Mathias Korber and Roberto Restelli, with their 1965 Alfa Romeo Giulia Sprint GTA, for supporting the Alfa Revival Cup championship with OKP Racing Team, and to Fritz Burkard and Rocco Penna, who won the Most Interesting Car award with their 1955 Ferrari 250 GT Berlinetta.



MODENA CENTO ORE DAY BY DAY

Tuesday, October 10th - First Stage: Vallelunga, through Tuscany and Lazio

After accreditation, checks, and the opening night, held at the Argentario Golf & Wellness Resort, the Modena Cento Ore kicked off the competition with convoys departing from Orbetello, escorted by the Highway Police, heading to the Vallelunga Circuit.

At Vallelunga, the cars, divided into the Competition and Regularity sections, raced through the twists and turns of the Lazio circuit in a morning filled with adrenaline and excitement.

After the races, the cars continued their journey through Etruria, a land of charm and historical and scenic wonders. Here, the crews stopped for lunch in the magnificent jewel of the Ancient Borgo di Sutri. The day's route continued through Lazio, back towards Tuscany, passing through the beautiful city of Viterbo and the evocative scenery of Lake Bolsena. The challenges of the first day were not over. Along the way, the crews competed in the first two of the nine Special Stages that would keep them busy throughout the event, those of Cura di Vetralla and Manciano.

The day ended in Porto Santo Stefano, with the stage finish and a relaxing seaside dinner, before going back to Monte Argentario to recharge for the second day of racing.

Wednesday, October 11th - Second Stage: Magione Circuit, in the heart of Italy

The crews embarked on another intense and exciting second day of the journey towards Modena, traversing Tuscany and Umbria, two magnificent regions in the heart of Italy, passing through wild nature, historic villages, and the famous cypress-lined roads.

The second day was immediately marked by two particularly challenging Special Stages, the first in Scansano and the second in the wild nature of Monte Amiata. After racing through hills and mountains, the convoys descended and continued their journey through the historic centers of Montalcino and San Quirico d'Orcia, known for their celebrated wines and iconic cinematic landscapes. Here, the crews soaked up the most authentic Tuscan atmosphere.

After immersing themselves in some of the world's most beloved landscapes, the participants dedicated the afternoon to the excitement of circuit racing, arriving at the Magione Circuit. Here, the cars were divided into the Competition and Regularity sections for the second round of races. Competition featured three rounds of free practice followed by three Grand Prix races, while Regularity saw participants compete in an exciting average speed test.

The cars then headed to Perugia to conclude the second day of Modena Cento Ore in an unforgettable setting. The evening took place in the heart of the city, at the enchanting Chostro del Complesso Monumentale di Santa Giuliana, a 12th-century Benedictine convent that now houses the Foreign Language School of the Army (SLEE).

Thursday, October 12th - Third Stage: Mugello Circuit, immersed in the wonders of Tuscany

Another day of racing for the Modena Cento Ore crews, the penultimate day before reaching the final finish line in front of the Ducal Palace of Modena. Participants set out early aboard their wheeled treasures, crossing Umbria and Tuscany, heading to the Mugello, one of Italy's most famous and beloved circuits, and Florence, the Renaissance jewel of Italy.

During the morning, the route proved to be particularly challenging for the drivers, especially near Passo dello Spino and Croce ai Mori, where two more Special Stages were held for the Competition and Regularity sections. Adrenaline perfectly complemented enchanting passages: this time, it was the turn of Bibbiena and Casentino, and Scarperia with its beautiful Palazzo dei Priori.

The Mugello Circuit, a temple of speed, finally welcomed the participants for lunch and a third afternoon of racing.

The afternoon concluded with racing on the track and the roar of engines, in the typical spirit of the competition, competitive yet enthusiastic, in an atmosphere of camaraderie and general enjoyment. All participants then left their cars in the Closed Park at the Circuit to savor an unforgettable moment in the heart of Florence.

Thursday evening was the Gala Soirée of the twenty-third edition of the Modena Cento Ore, at the historic Teatro della Pergola, one of the oldest theaters in the country. In this dreamlike atmosphere, guests enjoyed the intense performance of soprano Maria Luigia Borsi and breathtaking stage effects.

Friday, October 13th - Fourth Stage: From Florence to Modena

After retrieving the cars left in Parc Fermè at the Mugello Circuit the night before, the participants began the last day of the stage, heading towards Modena. First, the Regularity section convoy, followed by the Competition section, pushed on toward the final leg of the Modena Cento Ore. A Special Stage was held at Passo del Giogo, after which the cars reached Firenzuola, between Tuscany and Emilia-Romagna. From there, they went to Monte Faggiola for the second Special Stage of the day, followed by the third at Passo della Sambuca, where, after a week of almost summer-like weather, participants finally experienced an autumn atmosphere, surrounded by the enchanting Tuscan-Emilian foliage. After lunch at the Castello di Villanova, the convoys set off for the Modena Circuit for the end of this unforgettable experience. There, first the Regularity section and then the Competition section faced the final Super Special Stage. Finally, the cars paraded in Piazza Roma, in front of the Ducal Palace of Modena. In the heart of the Motor Valley, having completed the challenging and adventurous journey that began at Argentario on Monday, the crews and their heroic cars were presented by Luigi Orlandini, who later awarded the winners of the Modena Cento Ore 2023. The evening concluded with an elegant dinner at the Military Academy of Modena, where the attendees enjoyed the excellent hospitality of the Modenese military corps.

Green and Charity

Once again, this year, Modena Cento Ore renewed its commitment to environmental sustainability. Just like in previous events, the organization managed the event to assess and reduce its environmental impact. Through the Carbonzero protocol, the organization was able to calculate the carbon dioxide (CO2) emissions associated with the race phases. Developed with reference to shared methodologies, the protocol developed by Alfa Solutions allows for a rapid calculation of the emissions inventory of the initiative based on appropriate factors. In this specific case, the race phase of the motorsport event resulted in emissions of approximately 44.8 tons of CO2 equivalent, which will be offset through the purchase of carbon credits or the implementation of sustainability initiatives. In this way, the organization renews its commitment to reducing climate-altering emissions.

This year, the traditional support for the activities of the Modena Panathlon Club has also been reaffirmed. For years, Scuderia Tricolore and Canossa Events have supported a project aimed at making sports accessible to people with disabilities.

You can download a selection of photos from the first day of Modena Cento Ore at the following link: <https://we.tl/t-AQxMdqbhSz>

For photo credits: Courtesy of Canossa Events.

To see the rankings of Modena Cento Ore 2023:

Final Ranking Competition: <https://www.cronocarservice.com/archivio-file/FINALRANKINGCOMPETITION/12014/>

Final Ranking Regularity: <https://www.cronocarservice.com/archivio-file/FINALRANKINGREGULARITY/12014/>

For more information: <https://modenacentoore.canossa.com>

Or write to: francesca.maramotti@canossa.com or to nicolo.montanari@canossa.com

The Modena Cento Ore Team