

**TERRE DI CANOSSA INTERNATIONAL CLASSIC CAR CHALLENGE 2018:  
A SPECTACULAR EDITION COMES TO A CLOSE  
FIRST PLACE FOR VESCO-TANGHETTI,  
SECOND FOR SALVINELLI-CECCARDI AND THIRD FOR HOUTKAMP-HOUTKAMP.**

**A huge success for the Eighth Terre di Canossa Challenge:  
105 crews at the starting line, with over two thirds coming from abroad.  
16 countries represented, 28 vehicle manufacturers and 32 teams.  
As usual, 2018 was a challenge ‘dressed in pink’ with 40% of women competitors, but it  
was also ‘green’, as great pains were taken to be eco-friendly. A challenge made  
particularly special and even more memorable thanks to the sportsmanship, the smiling  
faces and the enthusiasm of all those taking part.**

Between April 19<sup>th</sup> and April 22<sup>nd</sup> 2018, the delightful roads of Emilia, Liguria and Tuscany were the location for the 8<sup>th</sup> Gran Premio Terre di Canossa and its incomparable combination of sport, passion, tourism, culture, fine food and wine, and exclusive evening events, and all of it eco-friendly.

The organisers worked throughout last year to make sure this year’s challenge would be a first-class event, and the results of their efforts were plain for all to see: town squares packed with people, enthusiastic competitors, and gorgeous scenery on all 4 unforgettable competition days.

#### **THE CHALLENGE AND THE PODIUM**

The challenge burst into life with **105** registered crews competing against each another in **60** timed trials and **6** average speed trials. All the trials were technically challenging, covering all types of terrain: road and track, uphill and downhill, high-speed sections like those at Monte Marcello, segments with spectacular scenery like the Cento Croci Pass, and others with unique attraction and appeal.

The challenges also included the “Trofeo Forte dei Marmi” on the Piazza Marconi circuit, and the “Trofeo Tricolore – Cuervo y Sobrinos” with trials crossing the Calatrava bridges.

The awards ceremony was held in the showroom of main partner Ruote da Sogno in Reggio Emilia.

Crew n. 10, **John Houtkamp** and **Chelly Houtkamp**, took **third** place in the **final rankings** in their 1928 Lancia Lambda Tipo 223 short spider. **Second** place went to crew n. 3, **Fabio Salvinelli** and **Guido Ceccardi**, in their 1930 Fiat 514 MM, and the **victory** went to **the current Italian champion, Andrea Vesco** for the sixth year running with his co-driver **Manuela Tanghetti** in their 1934 Fiat 508 S Balilla Sport. They took home two gorgeous Cuervo y Sobrinos watches as well as the cup reserved for **pre-war cars** and the special ranking for **average speed trials**.

The Houtkamp Collection Team came first in the **team ranking**.

The **Coppa delle Dame** women’s cup went to crew n. 69, Daniela Guaita and Milena Guaita, in a 1961 Lancia Appia 3<sup>rd</sup> series, who were presented with two splendid watches from the collection of ladies’ watches by Cuervo y Sobrinos.

The ranking reserved for **modern Ferraris** saw crew n. 110, Franco Serventi and Daniela Maccini, coming first in their Ferrari 458 Speciale A, followed by crew n. 111 Serventi-Bercelli and crew n. 109 Carabelli-Carabelli.

The special prize for the **youngest crew** went to n. 59: Miguel Timmermans and Olivier Lenaerts. The large turnout of foreign crews made the challenge to win the **international cups** even more exciting. It went to Dutch crew number 10, Houtkamp-Houtkamp, who took home two watches presented by the main sponsor.

There was a heated challenge to win the two trophies for non-priority drivers, a characteristic of the Terre di Canossa challenge: the **Trofeo Forte dei Marmi** went to the Dutch duo Houtkamp-Houtkamp, and the **Trofeo Tricolore** went to crew n. 11 Bazenin-Bazenina, who also took home two watches.

### The Terre di Canossa 2018 in numbers

This year was a record-breaking event:

- 105 crews lined up at the starting line, and the event sold out well before the closing date for registrations
- 16 countries were represented, with crews coming from across Europe and places further afield, like the United States, Argentina, Australia and Russia.
- 28 motor vehicle manufacturers were present, including 15 Alfa Romeos, 13 Ferraris, 12 Jaguars and 12 Porsches
- 79 cars were built before 1965, with 20 pre-war cars
- 32 teams competing
- 60 timed trials and 6 average speed trials
- 2 Trophies reserved for 'non priority' drivers
- 67% participants from abroad
- 40% women competitors
- 300 people were involved in organising the various aspects of the challenge: from the members of Scuderia Tricolore to the organising team at Canossa Events, the rally personnel, the timekeepers, photographers and cameramen, Police officers, etc.
- 8 watches were presented by Cuervo y Sobrinos, the main sponsor of the event
- 600 km of road covered

### THE 8TH EDITION...

Art towns and cities, marvellous countryside, ancient castles, rolling hills and challenging mountain passes provided the backdrop for one of the top international classic car events. The rally route covered **around 600 km** of roads, with participants competing against one another in challenging trials. But the Terre di Canossa is not just a competition; it is primarily a winning combination of fantastic cars and gentlemen drivers from all around the world who come here to enjoy a uniquely Italian experience, combining the adrenalin rush of the competition with the delights of Italian food and wine, and the chance to explore the country en route. The fatigue at the wheel was abundantly compensated by the time set aside for more convivial moments. This year, the organisers had to bend the rule limiting the number of crews to 100 so that at least a few more of the many applicants could take part.

7 modern Ferraris joined the classic cars.

A tribute to the Prancing Horse and a fine contrast with the older cars in the rally: a 1925 OM 665 Superba, a 1926 Fiat 509, a 1926 Amilcar GCSS ... over 90 years of history on show.

Some really very special cars took part in the 2018 Terre di Canossa. They included the Triumph TR3 that had a starring role in the film "La Dolce Vita" and was making her first public outing after an extensive renovation.

There were also some rare vehicles, like the splendid barchetta Maserati 200Si, a pair of Delahaye 135, two Jaguar C-Types, two Lancia Lambdas from the Twenties, an Alfa Romeo 6C 1750, and a Ferrari Daytona followed by three "little" Dino 246s...

As always, current Italian champion, Andrea Vesco, was also competing.

32 teams were represented in the competition, including “Amici senza Frontiere” with the most competitors.

The number of foreign crews increased yet again, taking advantage of the event to visit Italy. This year, two thirds of the registered participants were from abroad, putting the Terre di Canossa on a par with the Mille Miglia as the Italian rally with the highest rate of foreign crews.

#### **A ‘HIGH-TECH’ EDITION**

This year, the Terre di Canossa used the new Racelink platform, the first satellite monitoring solution designed for road races that has been used at top events in this sector for several years. It has recently been updated with a smartphone system and specially-designed software offering top-class features to assist both the crews and the rally organisers.

“Keeping hold of our technological leadership is essential if we intend to continue offering our customers something new”, said Luigi Orlandini, founder and CEO of Canossa Events. “This is why we decided it was time for a complete overhaul of the platform, which I can now say truly packs a superb performance. Once again, it was designed to cater for the needs of our many guests from outside Italy who come here with their fabulous cars to take in the beauty of this wonderful country of ours. Another important aspect, and one that is always a major consideration for us, is safety: Racelink is a way for our Operations Room to constantly monitor the position of the competing cars and of the service vehicles, drastically reducing the time needed to intervene and the precision of the assistance offered should the need arise. Once again, the platform was developed by Italian engineers, in Italy”. Safety and innovation: widely-debated issues that are one of the main strengths of Canossa Events and part of the company’s “DNA”.

#### **A challenge dressed ‘in pink’**

One number is particularly striking: almost 40% of the competitors were women, without any need for a women’s quota.... The Terre di Canossa is a dream come true: a challenging race as well as a chance to see the sights, an opportunity enjoyed equally by the most determined drivers as well as those who want to treat themselves to an extra special vacation.

#### **A challenge dressed in ‘Green’**

The organisers once again confirmed their eco-friendly outlook by deciding to implement a CarbonZero protocol and completely offset the residual emissions of CO2 by planting new trees in the Tuscan-Emilian Apennines. The Terre di Canossa is once again the only “**zero emissions**” event of its kind.

#### **WHAT PEOPLE ARE SAYING**

“The Terre di Canossa has made its name among the top events on the calendar of major timed trials around the world, and as an occasion for enthusiasts to get together”, said Luigi Orlandini, president of the Scuderia Tricolore team and the visionary founder of Canossa Events. “It’s a joy to hear participants saying: “See you at Canossa!”. - (with a smile, Editor's note.). Its success is mainly down to the heartfelt enthusiasm of all those taking part and the passion of the close-knit team of people who work for a full 12 months so that next year’s event will be even better. In terms of hospitality, the Terre di Canossa is definitely the diamond in the calendar of timed trials. Our aim is to offer everyone taking part a challenging race in technical terms, as well as a memorable experience with exciting and enjoyable moments of hospitality, studying the optimum balance between the time set aside for the race and the time dedicated to more relaxing pastimes. Obviously, this is all thanks to the enthusiastic outlook of the crews, to our unique team

and the support of our superb partners like Ruote da Sogno and Cuervo y Sobrinos. These are the ingredients that make the Terre di Canossa so special, year after year”.

Speaking on behalf of all of those involved in the organisation of the event, CEO Luigi Orlandini thanked everyone who played a part in making this event such a huge success: the participants of course, followed by the towns and cities that welcomed the event, the CSAI Rally Officers, and everyone else involved, whatever part they played, as none of this would have been possible without their support.

And last but not last, he thanked the Highway Police, whose help and support was acknowledged by the participants who saluted their police escort during the awards ceremony with a long ‘standing ovation’.

### **THE ROUTE AND THE PROGRAMME**

The extensive research and many inspection visits resulted in a new and varied route being marked out, taking in scenic roads and every aspect of Italian countryside, from river plains to the coast, crossing rolling green hills and spectacular mountains.

The beauty of Italy is a backdrop that traditionally accompanies the splendid ‘masterpieces on four wheels’ at the Gran Premio Terre di Canossa.

The crews particularly enjoyed starting out from Salsomaggiore Terme, driving on Lucca’s 16th century city walls, the parade in Piazza dei Cavalieri in Pisa, and arriving in the heart of Reggio Emilia

New additions introduced this year also proved very popular: the refreshments served at a unique location in the shadow of the Leaning Tower of Pisa, and the stopover at Lerici Castle.

### **THE EVENT DAY BY DAY**

#### **Thursday 19<sup>th</sup> April: the arrival at Salsomaggiore Terme and the Gala Dinner**

Engines were fired amidst the liberty extravaganza of Salsomaggiore Terme for the eighth edition of the Gran Premio Terre di Canossa. The many classic cars lined up along the streets in the centre of town and opposite the Berzieri Spa building, as drivers checked in their cars and completed scrutineering, while the public admired these works of art on four wheels.

Palazzo dei Congressi was the fulcrum of the evening, a liberty gem inaugurated in 1901 as the Grand Hotel des Thermes.

After welcoming the drivers to the briefing in the Sala delle Cariatidi, the Gala Dinner was held in the spectacular Salone Moresco, a banqueting hall added in 1925 designed with the intention of conjuring up the mysterious and sensual appeal of the Alhambra. It is no coincidence that film director Bernardo Bertolucci chose it as a location to shoot some of the scenes for his Oscar winning movie “The Last Emperor”.

According to tradition, the guests enjoyed a dinner menu designed by Michelin star chef, Massimo Spigaroli.

After listening to a rendition of the Italian National Anthem by a string quartet, the CEO of Scuderia Tricolore, Luigi Orlandini, officially welcomed the participants and the many authorities in attendance, presenting a photo album as a token of gratitude to Mr Amorosa, Assistant Chief of Police of the Parma Section, illustrating the close working relationship that links Canossa and the Highway Police.

This was followed by a speech by the Mayor of Salsomaggiore Terme, Filippo Fritelli, who welcomed everyone to this splendid occasion, adding that it was a pleasure to welcome prestigious events like the Terre di Canossa to the town.

Always an enthusiastic supporter of the event, the Honourable Filippo Berseli presented his 1958 Triumph TR3 A: the car in Fellini's classic film "La Dolce Vita", making her first public outing at the Terre di Canossa after an extensive renovation.

The manager of the Grand Hotel at Salsomaggiore, Maurizio Righini, presented a special prize to the car that had driven the furthest distance to get here: crew n. 71, Shterenberg-Shterenberg, who left home in Russia the previous Saturday in their iconic 1961 Volga GAZ-21 Sedan and drove 1600 km to get to Italy.

### **Friday 20<sup>th</sup> April, the first leg: Salsomaggiore Terme, Portovenere, Lerici and Bocca di Magra.**

The cars started lining up at 8.30 am along the streets in the old town centre, and set off 9 o'clock sharp from the spectacular Terme Berzieri building, waved off by the Italian flag and escorted by the Highway Police, as usual.

An initial set of trials on the track at the Riccardo Paletti circuit at Varano, ahead of the first uphill sections on the route, taking the crews up to Bardi Castle and a short break for coffee and "Amor" wafer biscuits in the centre of Borgo Val di Taro. The crews crossed the scenic Cento Croci Pass with some challenging timed trials against a backdrop of picture-perfect scenery.

The next destination was La Spezia and lunch in the small seaside town of Portovenere, leaving the cars on show at the port, overlooking the instantly recognisable silhouette of Palmaria Island. Lunch was followed by an exciting and very special drive through the Italian Navy Arsenal at La Spezia, still one of the main bases of the Italian Navy as well as a centre of excellence for ship maintenance. Every year, master craftsmen undertake the painstaking maintenance of historic craft, including the Amerigo Vespucci, the famous sailboat launched in 1931 by the Italian Royal Navy and still in active service as a school ship for officer cadets. It had a memorable encounter in the Mediterranean Sea in 1962 with the aircraft carrier USS Independence, which flashed the light signal asking: "Who are you?" The Italian ship answered: "Training ship Amerigo Vespucci, Italian Navy." The US ship replied: "You are the most beautiful ship in the world".

The crews left La Spezia for Lerici and a short relaxing break in one of the prettiest spots in Italy, seen from a privileged viewpoint on the terrace in front of Lerici Castle, offering a breathtaking view of the bay below.

Then they were off again for the last series of timed trials of the day on the road from Montemarcello to Punta Bianca, followed by the drive down to the small towns of Ameglia and Bocca di Magra for dinner when prizes were handed out to the female crews.

The evening came to a close at Forte dei Marmi, the centre of social life in Versilia.

### **Saturday 21<sup>st</sup>: art towns and cities in Tuscany**

Day two of the Terre di Canossa 2018 got off to a start at 9.00 a.m. in Forte dei Marmi, the favourite coastal resort of Gabriele D'Annunzio, with an itinerary passing through some of the most famous art towns and cities in Tuscany. The crews and cars lined up on the seafront before setting off for Castelnuovo di Garfagnana and its charming medieval town centre, taking a route through the Apuan Alps and the Cipollaio tunnel.

After a coffee break offered by the local Tourist Office and a parade through this ancient fortified town, the cars drove past the famous 11<sup>th</sup> century Ponte del Diavolo, or Devils Bridge, before reaching Lucca for the traditional parade through the old town centre and lunch at the Real Collegio amidst flag throwers and the roll of drums.

After lunch, the bright spring sunshine accompanied the crews as they drove along the ancient city walls, built in 1504 and now a UNESCO World Heritage Site, which are usually closed to traffic but were transformed for the occasion into a perfect setting for a photo shoot. The city

extended a warm welcome and gave the crews the possibility to drive the full perimeter of the city walls and see Lucca from a unique perspective, before passing in front of San Michele church.

Pisa was the next destination and the streets in the oldest part of this splendid city, passing by the famous Scuola Normale in Piazza dei Cavalieri. There was a short break to have a quick look at the Leaning Tower, the symbol of the city, from a really special location: the terrace at Fondazione Comel that agreed to open its doors to the event.

In the afternoon, the route continued towards charming Lake Massaciuccoli, before arriving at Forte dei Marmi and the traditional series of timed trials in Piazza Marconi dedicated to the Trofeo Forte dei Marmi – Cuervo y Sobrinos.

A magical event was planned for the evening with the highly-anticipated sunset beach party in Versilia, in the magical setting of the Bambaissa Beach Club.

The CEO of Scuderia Tricolore, Luigi Orlandini, thanked all the towns that welcomed the Terre di Canossa before announcing that the Modena Cento Ore will also pass through Tuscany in June, the speed trial for classic cars that won the prestigious award of “Rally of the Year” this year at the Historic Motoring Awards.

### **Sunday 22<sup>nd</sup>: from Forte dei Marmi to Reggio Emilia**

After setting off from viale Franceschi, the crews bade farewell to Versilia and the coast, heading towards Sarzana and the Renaissance palazzos in its old town centre.

After crossing the Apennine Mountains at the Cerreto Pass, they reached Reggio Emilia and the Calatrava Bridges to compete for the challenging “Trofeo Tricolore”. The final chequered flag awaited them in Piazza del Duomo, in the centre of the city, where the cars were presented to the public with the customary, unrivalled professionalism of Savina Confaloni.

The final lunch and Awards Ceremony were held at Ruote da Sogno, the Main Sponsor of the event. Ruote da Sogno is an incredible project: a dream pursued by a captain of industry and his team who share his unbridled passion: the magic of classic cars and motorcycles. The showroom has the largest collection of classic motorcycles in Europe.

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Download a selection of photos via the links below:

- administrative checks : <https://we.tl/1O6yZpNnWB>
- first day of the challenge: <https://we.tl/AzXMuvXupT>
- second day of the challenge: <https://we.tl/MkgtzuTcWn>
- third day of the challenge and awards ceremony: <https://we.tl/8eTuNutf1Q>
- the awards ceremony: <https://we.tl/sUJLUhLjhh>

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