



Citta' di Maranello

**Comune di
San Martino in Rio**

Citta' di Correggio

con il Patrocinio "Citta' di Maranello"

con il Patrocinio "Comune di San Martino in Rio"

con il Patrocinio "Comune di Correggio"



4° Raduno Internazionale "Matra d'Europa"

Maranello (MO) - San Martino in Rio (RE) - Correggio (RE)

22-23-24 Maggio 2015

Innanzitutto un **GRAZIE** da parte di tutti noi Soci del "Matra Classic Club Italia" a:

Citta' di Maranello

Dott. Massimiliano Morini (Sindaco)

Dott.ssa Lucia Innacolo (Responsabile Ufficio Relazioni Pubbliche)

Dott. Nicola Montone (Assessore Sport e Cultura)

Comune di San Martino in Rio

Dott. Oreste Zurlini (Sindaco)

Dott.ssa Giulia Luppì (Assessore Sport e Cultura)

Citta' di Correggio

Dott.ssa Ilenia Malavasi (Sindaco)

Dott.ssa Francesca Manzini (Consigliere Citta' di Correggio)

Servizi Vari

Sig. Roberto Vellani (Consigliere della "Scuderia San Martino")

Dott. Paolo Rossi Barattini (Azienda Agricola- Acetaia)

Dott. PierPaolo Pezzuoli ("Vinicola Pezzuoli")

Sig. Maurizio Ranuccini (Presidente "Cooperativa Casearia Val Tiepido")

Sig. Saturno Bonfiglioli (Ristorante "La Fontanina")

Sig. Marcello Masi (Presidente "Hotel Executive")

Sig.ra Lorena Merli (Direttrice "Hotel Executive")

Dott.ssa Alessandra Gallerani ("Museo Ducati")

Dott. Fabio Lamborghini ("Museo Ferruccio Lamborghini")

Dott. Marco Gentili ("Museo Casa di Enzo Ferrari")

Sig. Gianfranco Casolari (Ristorante "La Roccia")

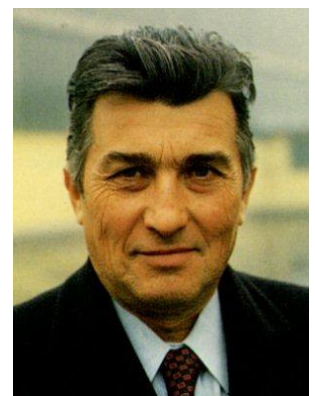
Dott.ssa Veronica Bellinazzi ("Museo Ferrari Maranello")

Sig.ra Patrizia Bartoli (Ristorante "Il Correggio")



Enzo Ferrari

The fourth edition of the International Meeting "Matra d'Europa" and dedicated mainly to two characters Emilia who with their genius and inventive way they created two brands known throughout the world for the most beautiful and powerful cars supercar road and competition.



Ferruccio Lamborghini

WELCOME Maranello™

Year 2015, the 19th of the "Matra Classic Club Italia" since its founding, we were back in 1997
So it begins again after the long winter hibernation with an international gathering, there had already 'mentioned in Bracciano and also in Vicenza of chance' to make the calendar 4th Gathering "Matra d'Europa" and so and 'state. I remember that previous editions were held in 2003, 2007 and 2010.

We were in June 2013. I and Adriano Bachioni present at the 40th Anniversary of Bagheera the Circuit de Linas-Montlhery (France) with our Bagheera, when Henry Glaude, President of the "Belgian Matra Club" and some French "Matra Passion" I asked if it was possible to reorganize a rally in Maranello and its surroundings, along the lines of the one in 2010 when they were out in force.

I accepted immediately, and after almost two years here are ready the program, a program of course different from the previous editions and I think with interesting news' in terms motorsport / cultural (Ducati Museum, Museum Ferruccio Lamborghini, Enzo Ferrari Museum and Car Museum seat of our "Scuderia San Martino", in addition to the already 'visited Galleria Ferrari), in terms of food and wine / culinary (Rossi Barattini Vinegar, wine and cheese factory Pezzuoli, Val Tiepido with the production of the famous Parmigiano Reggiano) and because' no even cultural traditions that the Emilia Romagna offers.

Restaurants typical Emilian cuisine with menus' to offer as more 'different and for the excellent overnight Executive Hotel (4 stars) already' visited in the past editions.

About the hotel, I have to make known that:

Almost all hotels in the area but Maranello, the entire "Motor Valley" at this time of the end of May have already 'received many bookings due to trips organized by tour operators at the Expo' di Milano (Exhibition World Food) and 'was also the case of "our" (I say our,' cause we were there five times in nineteen years of our activity) Hotel Executive, said hotel is celebrating the 30th year of the foundation and to be able also in Somehow celebrate with historical customers, including us the Director Lorena a fait tout son possible pour accueillir notre événement. There will be pleasant surprises to leave participants with a reminder of their 30th anniversary.

Sunday 24, will be 'dedicated after visiting the Galleria Ferrari a trip to San Martino in Rio province of Reggio Emilia to visit the Car Museum (established 60 years ago) and seat of our "Scuderia San Martino".

This visit will be 'also an opportunity to usher in the entrance of the museum said "Roland Baghy", the Bagheera S so beloved by our late partner Rolando Codazzi that through a collection of some economic and Shareholders' was purchased by Mrs. Anna Specchi (nephew and heir of the deceased) and headed to the "Scuderia San Martino in the person of the President pro-tempore"

Symbolically deliver the keys to the President Alessandro Turini, and the Directors present.

With this transaction, we wanted to leave in place an exemplary Matra to witness our presence and that of the "Matra Classic Club Italia", only club branded active in Italy for almost twenty years!

At this 4° Raduno Matra d' Europa guaranteed considerable participation from Belgium, Holland, Luxembourg, but, certainly, and I hope to have our more' close



friends of the Austrians "Matra Automobile IG", from Germany "Matra Club Deutschland" and France "Matra Passion", "Amicale M530", "Matra Club BMR".

The rally will have 'the patronage of the "Citta' di Maranello" we will put 'available to the central Piazza Liberta' to expose in plain view our cars to the many tourists who reach Maranello (also called the "City of Ships").

Our event will be 'put on the calendar by that Administration, which show the inherent' Expo '.

Even the municipalities of "San Martino in Rio" and "Correggio", has granted the patronage to our event allowing you to park our beloved Matra, around the famous **Estense Castle of San Martino in Rio** and on the central **Corso Mazzini** in **Correggio**.

The meeting, a meeting point and a starting point for all trips / visits taking place in these three days will be 'the hotel parking agreement for this international gathering.

For further information do not hesitate to contact me at 338/5221489 (Franco DeToma)

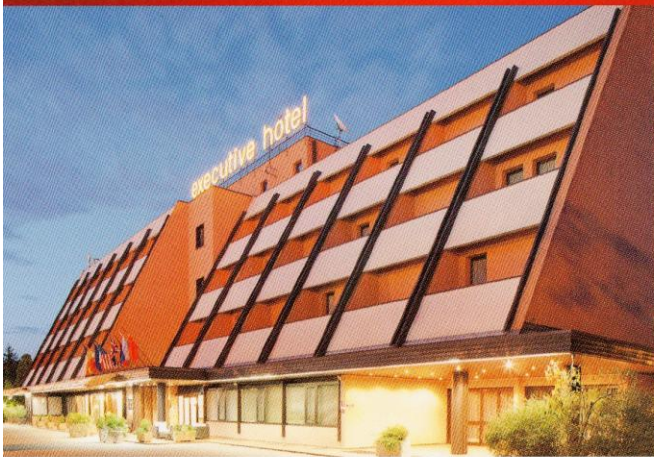
"Hotel Executive" (4 stelle), Via Circondariale San Francesco 2 Fiorano Modenese 41042 (Modena)
(www.hotel-executive.eu) al costo di:

75,00 Euro per la camera doppia (37,50 Euro a persona)

54,00 Euro per la singola

90,00 Euro per la tripla (30,00 Euro a persona)

Hotel Executive Executive Hotel



Come raggiungerci How to reach us



L' Hotel Executive è situato a Fiorano Modenese, a soli diciannove chilometri dal centro storico di Modena, nel cuore del più importante comprensorio ceramico nazionale e in prossimità delle industrie di impiantistica a esso collegate.

L'albergo, inaugurato nel 1985, è stato il primo hotel a quattro stelle del territorio.

Oggi è gestito dalla Proprietà stessa.

L'hotel è dotato di un'ampia hall con servizio di bar e di un' accogliente e raffinata sala per la prima colazione a buffet.

Dispone di ampi parcheggi gratuiti, esterni e al coperto.

Hotel Executive is located in Fiorano Modenese, just nineteen kilometers from Modena city centre, in the heart of Italy's most important ceramic industrial district and near its supply companies.

The hotel, opened in 1985, was the first 4-star-hotel in the area.

Today, the hotel is owner-run.

The hotel has a large hall with bar service and a refined, comfortable area where You can enjoy a buffet breakfast.

Large outdoor and indoor parking areas are also available free of charge.

Hotel Executive

Via Circondariale S. Francesco, 2
41042 Fiorano Modenese (Mo)

L'Hotel Executive è facilmente raggiungibile dalle uscite Modena Nord e Modena Sud dell'autostrada A1, percorrendo le strade statali e/o la tangenziale in direzione Fiorano Modenese.

E', inoltre, molto ben collegato con gli aeroporti di Bologna, Parma, Verona e Rimini.

Contatti:

Tel.: +39 0536 832010
Fax: +39 0536 830229
E-mail: info@hotel-executive.eu
Web: www.hotel-executive.eu

Hotel Executive

Via Circondariale S. Francesco, 2
41042 Fiorano Modenese (Mo)

You can easily reach Hotel Executive either by driving on motorway A1 and taking exit "Modena Nord" or "Modena Sud", or by taking the state highways and/or the bypass to Fiorano Modenese.

Our hotel is also well connected to Bologna, Parma, Verona and Rimini airports.

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Web: www.hotel-executive.eu



Friday, May 22

At the rally there you can 'participate since Friday, May 22, arrival of all foreign crews and those who decide to get to Maranello in advance.

According to the schedules and how many will be already 'on the site, will take place different visits:

“Acetaia Rossi Barattini”

This is part of the vinegar Balsamic Vinegar which brings together the experience and the centuries-old tradition, as well as 'historians casks, some of the more' old families of the Province, ancestors of the family Rossi Barattini of Modena.



“Vinicola Pezzuoli”

1932 the farm cultivates Pezzuoli lives and transforms it into good Lambrusco initially in the historic cellar of Carpi and now the corporate office located on a hill in Maranello.



The direct management and continued land of vineyards situated in the geographical areas more 'suitable for cultivation of various types of grapes "Lambrusco" designation of origin means that you have achieved exceptional results on the quality' wine, quality 'recognized libel national through numerous important awards that have been attributed in official competitions, specific for sparkling wines.

This level of quality and 'was also achieved with the clever use of technologies that are the ultimate expression in an environmentally and wine.

“Cooperativa Casearia Val Tiepido”

History - The Cooperative Dairy "Warm Valley" was founded in 1974 by the merger of four dairy farming, with address livestock (dairy cattle breeding Friesian and fattening pigs for sausage). The orientation of the Cooperative is to boost milk production: from the initial 5,000 tons per year to 35,000 tons has arrived today, in the continuity of tradition while combined with advanced technology, always adhering to the requirements of production "of high quality milk" for the production of Parmigiano Reggiano.

In the structures of the Dairy Cooperative covers an area of 1,300 square meters, divided into several areas in which the transformation takes place.

Hall of outcrop - The milk is left to settle in 24 stainless steel tanks, it leaves emerge cream and splits from milk. In the double bottom are added natural enzymes to get the acidity ideal to receive the rennet.

Are then, for two days, in the appropriate fasciere to take the characteristic shape and pitting.

And transferred to these forms in the area where they are placed in brine for 21 days were held in water and salt in cement tanks coated fiberglass, built with the most accurate rules of hygiene and technical practices to contain about 70 forms.

Seasoning - are left to stand for the natural seasoning that lasts from 18 to 36 months. The rotation of the forms, by a robot and the

total management of the warehouse occur with instrumentation in the electronic control. Dispatch can be hosted about



12,000 forms.

The marketing of products, butter, caciotta, ricotta and parmesan, is through the distribution throughout Italy to wholesalers (75% of the total) and to individuals with direct sales to the public (25%), in a space formed in the same cooperative.

Simultaneously to the dairy has been enhanced, in an area of 1,500 square meters, the breeding of pigs for fattening in an efficient structure used as a pigsty that welcomes 1,800 pigs.

Attached to the pigsty there is the feed mill where the food is prepared properly pig-composed of the serum, which is a valuable by-product from the dairy, soy, wheat, barley and bran.

In Cooperative Val Tiepido task distribution is set so that all members maintain the personal property mainly dealing in the number of animals which is owner and producing fodder suitable breeding of cows to produce milk with the characteristics required by the Consortium Parmigiano Reggiano.

20.30 - Friday evening and 'planned a dinner of mountain cooking Modenese at a characteristic and famous restaurant in the hills adjacent Maranello, towards Serramazzone.

Restaurant "La Fontanina", Via Giardini Nord to Ligorzano Serramazzone (Modena), tel. 0536/950261

www.ristorantelafontanina.net

Restaurant "La Fontanina" - Located in a natural and relaxing, the restaurant with a return to the historical management (Chef - Saturno Bonfiglioli) that made him famous all over the territory, offers local cuisine with typical and traditional dishes that are sure to please every palate.

With the promise of an unbeatable courtesy and the best value for €/ price.

The cost of the dinner will be 'of 25.00 euros per person, everyone will pay' directly to the restaurant.



Now to the program:

EVENT PROGRAM

Saturday, May 23

9.00 - Departure from Hotel Executive to reach after about 60 Km the "Ducati Museum", Via Antonio Cavalieri Ducati 3 to 40132 Borgo Panigale (Bologna), arriving at 10:00 am approximately.



texts from the site :

www.ducati.it/storia/approfondimenti/il-museo-ducati-la-storia-che-emoziona-/index.do

When, in December 2001, Lívio Lodi took over from Marco Montemaggi in the role of Curator of the Ducati Museum, understood to have somehow accomplish a task, a mission: to educate new generations of "Ducatiisti" and revive the old "Ducatiiani" l'emotion to know and discover the history of this small company. It was certainly not an easy job, because, sometimes, the word "museum" can be frightening. Usually we think of a museum as a cool place, where they are preserved ancient remains and, in modern times, a series of rapid and sudden changes often, you can not afford the "luxury" to remember the past.

Not so for Ducati. The company Ducati has made the tradition one of the cornerstones of his image and his way of relating to the world of motorcycle. It 's true, sometimes the tradition had to adapt to the times, but in competitions, as well as on the roads around the world, Ducati has always been able to offer products able to surprise people to the authenticity and simplicity, accompanied by a painstaking attention to develop new ideas and concepts, which is not too stravolgessero the canons of what has always been a Ducati motorcycle. Since 1956 uses the Desmodromic system, since 1970 the engine-twin "L", since 1980 the Trellis frame and since 1986 head with four valves.

Some might argue that Ducati is unreasonably linked to these technologies, which may appear obsolete; Yet, with this strong link to solutions "obsolete", we were able to achieve results in some ways unimaginable.

The Ducati Museum has the duty to tell this story and to discover (or rediscover) what made Ducati so famous, and loved. It does not operate "academic", but with the charm of the rediscovery of a lost history, or forgotten, as an archaeologist test thrill in finding the ancient ruins of a civilization forgotten in the mists of time.

Modern archaeologist here is what are the fascinating motorcycles on display, as is equally fascinating to rediscover the stories that tie in glove with these motorcycle riders that made them famous, a bit 'as the riders with their horses. In modern times it becomes difficult to generate interest with a book that contains only a written text, in fact, with the help of images, also a period historically away again becomes immediately present.

It would be too simplistic to think that Ducati has become known only through the recent success in MotoGP, because the same Desmosedici has in its DNA all that Ducati has developed on the same progenitor, from Superbike racing motorcycles derived from series production, the motion Smart and Hailwood, gradually returning, backwards, to the little puppy, who had the merit of being the "seed" that sprang the great tree of Ducati tradition. Re-reading this story, reviewing these bikes, listening again to the words of the witnesses, it becomes easy to see what the secret that made Ducati so famous: passion. Passion that leads to love for the brand and pride to be part, as a customer or as a simple fan, the same family: the Ducati family.

Benvenuti in Dream. Welcome to the Ducati Museum.



11.30 - Transfer after about 15 Km to reach another museum which tells another beautiful story of Italian motorsports, cars, motorcycles, tractors and more the result of the genius of **Ferruccio Lamborghini**.

"Museum Ferruccio Lamborghini", Via Galliera 317 North Funo Argelato 40050 (Bologna)

Here, and in this beautiful setting will be 'served lunch with delicacies of Emilian cuisine and particularly "bolognese", we are in the province of Bologna.

The "Museum Ferruccio Lamborghini" and' directed by **Dr. Fabio Lamborghini** (pictured, below right), the grandson of Ferruccio, I and all the participants of the 1st Concetramento Matra, held in San Martino in Rio (RE) in 2014, we had the pleasure to know and it was then that invitation 'present and Matra Classic Club Italia to his museum, I accepted the invitation and we will be guests on this occasion.



texts from the site:

www.museolamborghini.com

The "Museum Ferruccio Lamborghini" is an exciting journey through the most representative objects that have marked the life of the brilliant founder of the Brand Bologna.

Inside the structure you can admire all products industries Lamborghini tractors, burners, the faithful reconstruction of his office and of course the legendary cars, produced during the life of the Founder, and bearing the mark of the "Bull charging".

The visitor will then have the chance to see the legendary Miura SV, belonged to Ferruccio in person, or the futuristic Countach. Will have the opportunity to discover the many prototypes that often preceded the cars in production, unique objects. The size of the new Museum also allowed to exhibit also the first helicopter produced and sensational boat offshore with both Lamborghini engine. These and many other objects and multimedia content will be visible within this futuristic museum.

Located in the heart of the Motor Valley, the center of quell'Emilia intensely loved by Ferruccio, the museum offers visitors of all ages the opportunity to see up close these treasures that have made the history of Italian design and automotive innovation.

A place alive, dynamic, charming and full of energy ready to welcome fans, tourists and anyone looking for an exceptional setting for events, conventions and gala dinners.

Hours from 16.00 to 16.30 - The Matra rekindle engines to leave the province of Bologna and Modena reach city 'after about 40 km, and to end the day dedicated to the engines of the "Motor Valley" and the characters that made them famous, you go directly to the new museum of **Casa Ferrari**. A museum dedicated to the history of the character **Ing. Enzo Ferrari** and his works, so much wanted by **Ing. Piero Ferrari**, son of **Enzo**.

Our Matra will be exhibited within the structure of Modena for the usual photos



texts from the site:

www.wikipedia.org

Ing. Enzo Ferrari (Modena, February 18, 1898 - Modena, August 14, 1988) was an entrepreneur, engineer and racing driver Italian, founder of the car company that bears his name, whose sports section, Scuderia Ferrari, conquered, he living, 9 world championships Formula 1 drivers and 15 total.



The birth of the Ferrari - The economic crisis in 1933 brought the Alfa Romeo to retreat until 1937; shortly after Ferrari withdrew and created the Auto Avio Costruzioni (AAC) based in Modena. Because of the war, for fear of the bombing, in 1943 Enzo Ferrari moved the AAC in its new factory in Maranello. After the war Ferrari created "Scuderia Ferrari", the sports section of the car manufacturer Ferrari, which had existed since 1930 but was incorporated in name since 1947, and which is currently the most famous team in the world sports car.

The first race in the World Championship was the Grand Prix of Monaco, May 21, 1950, while the first F1 victory was the British Grand Prix in 1951 with José Froilán González, beating the squadron Alfa Romeo. It was a victory that marked the decline of the Alfa Romeo in the world of F1 (which despite winning the world championship in 1951 he decided to retreat for economic issues without bringing in the race the revolutionary project 160) and, at the same time, the rise of the sporty Ferrari, causing the Drake is a conflict of feelings toward the old house in Milan which had all its fame and knowledge in the automotive field.

"When in 1951 González Ferrari, for the first time in the history of our direct comparisons, he left behind the" 159 "and the whole team of Alfa, I wept for joy, but mingled with tears of excitement even tears pain, because that day I thought, "I have killed my mother." »

(Enzo Ferrari, *Ferrari 80*, Off. Grafiche Arbe, 1981)

The first F1 world title came in 1952 with Alberto Ascari (the Alfa Romeo had retired at the end of 1951 to focus its efforts on the production of road cars). The "Scuderia Ferrari" is active in the world championship of Formula 1 since its establishment, and has won the drivers' title 15 times and 16 times the manufacturers.

The conversion of Ferrari pilot and director of team sports in the car industry was stimulated by friendship-competition with Adolfo Orsi, owner of Maserati, and especially with Vittorio Stanguellini, the Modenese who in the late forties dominated circuits of the world with FIAT cars cleverly changed. Testimonials Modena attest that Ferrari would have used the experience of workshops Stanguellini taking advantage of technicians of the friend-enemy. Ferrari was honored with many titles, but what most boasted was "mechanical engineer", given him an honorary doctorate in 1960 from the University of Bologna. In addition, in 1988 he was awarded a doctorate honoris causa in Physics from the University of Modena and Reggio Emilia.

In June 1988, Pope John Paul II paid a visit to the establishments Maranello to meet him. Ferrari, however, it was already too sick, so the two had only a telephone conversation, much to the chagrin of Ferrari who wanted the meeting for some time. Enzo Ferrari died August 14, 1988 at the age of ninety. The news of his death, according to his will, was disclosed only to funeral took place. The funeral took place in a strictly private, without procession and the presence of only the most intimate friends and relatives. Ferrari was buried in the cemetery of San Cataldo, Modena, beside the grave of his son Dino. Enzo Ferrari was an atheist: cfr. "Motorionline" of 04/05/2011.

Just under a month later, at the Italian Grand Prix of Formula 1 at Monza, Gerhard Berger and Michele Alboreto with the two Ferrari posted themselves on the first and second place. The victory was dedicated to the memory of Drake.

The automaker

"I am often asked what was the most important victory of a car of my factory and I always say this: the most important victory will be next. »

(Enzo Ferrari)

Meanwhile Ferrari sports cars sold to finance the participation in Formula 1, and events such as the Mille Miglia and the 24 Hours of Le Mans (the Scuderia won nine times, including six below 1960-1965). He took part in the Formula 1 race in 1966.

In the sixties, the company was transformed into a joint stock company. In 1969, faced with financial difficulties, Ferrari was forced to sell a stake in his company to the FIAT (after refusing the offer Ford) that initially present as an equal

partner, took over following control (currently Fiat holds 90% of Ferrari, the remaining 10% is held by Piero Ferrari).

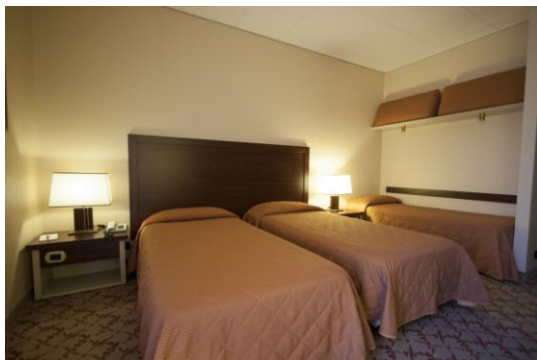
At 19.00, we will reach the hotel agreement covering about 15 km up to Fiorano Modenese for refreshment after a day dedicated to motorsports museums of the "Made in Italy".

"Hotel Executive" (4 stelle)

Via Circondariale San Francesco 2
41042 Fiorano Modenese (Modena)

Tel. 0536/832010

<http://www.hotel-executive.eu>



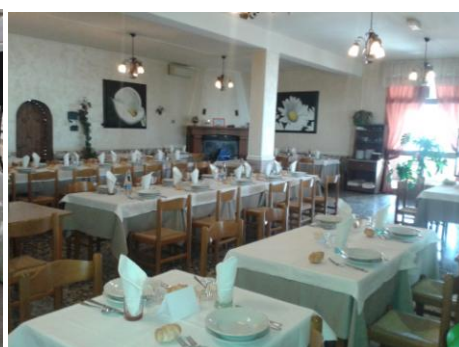
At 20.30, we will reach the restaurant "La Roccia", located on the main road from Maranello dell'Abetone that goes towards Serramazzone, as well as the restaurant "La Fontanina".

Restaurant "La Roccia", Via Giardini Nord Montagnana Serramazzone (Modena), tel. 0536/957062

www.ristorantelaroccia.it

Ristorante - Pizzeria
La Roccia
Via Giardini Nord 8100 Sp3
MONTAGNANA di SERRAMAZZONI (Mo)
Tel. (0536) 957062 - mail: gcasolari@tiscali.it
www.ristorantelaroccia.it - FB ristorante la roccia

- Ampio parcheggio
- Parco giochi per bambini
- Cucina tipica Emiliana
- Specialita' Gnocco, crescentine e Borlenghi
- Ampia sala per cerimonie
- Parco per rinfreschi e buffet
- Camper service





Sunday, May 24

After breakfast at 9:00 - 9:15 from the Hotel "Hotel Executive" after a few kilometers to reach the center of Città di Maranello, the cars will be on display in the central Piazza Liberta', opposite the town of Maranello, granted us by the local Municipal Administration and that it's all our thanks.



texts from "Wikipedia"

Geography - The **City of Maranello** is located 19 km south of Modena, on the road 3 "Street Gardens". It is part of the municipalities of the foothills and the Union of Municipalities of the Ceramic District, along with the municipalities of Fiorano Modenese, Formigine, Sassuolo, Frassinoro, Montefiorino, Palagano and Prignano sulla Secchia. The town is sandwiched between the first hills that lead to Modenese Apennines and the plain occupied by fields and industries.



Old Town - In the center of Maranello, built between 1894 and 1903, is the parish church, new pole of attraction for the country that began to develop near the intersection of Via Giardini and Claudia. The bell tower was built a few years later, between 1909 and 1913.

Still in the center of Maranello addition to Mosaic Freedom Square (built in 2000, reproduces the coat of arms of the town), you can see the monument to Enzo Ferrari, the sculptor Marino Modena District. The monument to the Prancing Horse, the sculptor of Albanian origin Helidon Xhixha, is instead located close to the factories and the wind tunnel.

Noteworthy is also the small and picturesque castle (built around the year one thousand and rebuilt in the sixteenth century) that is on the hill close to the city center.

Places Ferrari - Tourists and fans come from all over the world to visit the "Museo Ferrari Maranello" or "Galleria Ferrari", which displays historical models and engines of sports cars and racing, as well as trophies and cups, suits and helmets of pilots documenting the history of one of the oldest teams in Formula 1.

In front of the Ferrari factory (also much photographed by tourists), there is the famous Ristorante Cavallino, where Enzo Ferrari had a small room reserved for him.

Architecturally interesting is the wind tunnel designed by Renzo Piano, opened in 1997 in via Grizzaga, at the Ferrari factory: in the tunnel of the gallery are tested the cars on a conveyor belt synchronized with the speed of the wind. The tests "real" are made instead at the nearby Fiorano circuit (adjacent to the establishments Maranello, towards Sassuolo).

Other buildings of establishments Ferrari are the work of prestigious architects: the research center by Massimiliano Fuksas, the new mechanics of Marco Visconti, the new logistics and management of sports and Luigi Sturchio, including all the most recent, the building designed for assembling cars architect Jean Nouvel.

Davanti all'ingresso della fabbrica della Ferrari (anch'essa molto fotografata dai turisti), è presente il celebre Ristorante Cavallino, dove Enzo Ferrari aveva una piccola stanza a lui riservata.

Di notevole interesse architettonico è la Galleria del vento progettata da Renzo Piano, inaugurata nel 1997 in via Grizzaga, presso gli stabilimenti Ferrari: nel tunnel della galleria vengono testate le vetture su di un tappeto mobile sincronizzato con la velocità del vento. I collaudi "dal vero" si effettuano invece nel vicino circuito di Fiorano (adiacente agli stabilimenti di Maranello, in direzione Sassuolo).

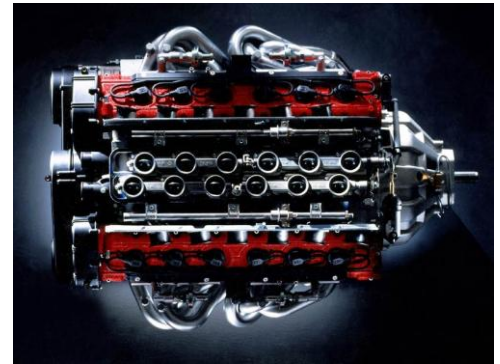
Altri edifici degli stabilimenti Ferrari sono opera di architetti prestigiosi: il centro ricerche di Massimiliano Fuksas, la nuova meccanica di Marco Visconti, la nuova logistica e gestione sportiva di Luigi Sturchio e, tra tutti il più recente, il fabbricato per l'assemblaggio vetture progettato dall'architetto Jean Nouvel.

9.30 - Leaving so our Matra in bellavista of downtown 'in Maranello, we incammineremo for a leisurely stroll through the city and reach so another museum dedicated to the myth Ferrari, the famous "Ferrari Museum" or "Galleria Ferrari" as it was called until April 2011, already 'visited in all previous editions of this our meeting but, recently enlarged and with different themes always, remember that this museum and' among the Italian museums with greater influx of visitors.





The "**Ferrari Museum**", is a museum of cars that is located about 300 m from the Ferrari factory in Maranello near Modena. It is dedicated to the automaker's prancing horse logo more 'famous in the world and present in sixty nations Also called "markets") with a commercial structure really notevole. Non collects only cars, but also exposes awards, photographs and other historical items related to history of Italian. The exhibition also introduces technological innovations, many of which are the transition between the racing cars and road models. The museum was opened in February 1990, a new wing was added in October 2004 and as I said before, recently expanded even more '.



Ferrari took over the management of the museum in 1995.

The total area is now 5,000 square meters, and the annual number of visitors to the museum is about 480,000.

"Live the dream" is the slogan that greets visitors, promising an immersive and unique.



The Museum tells the fact Ferrari of today and tomorrow, sinking roots in the extraordinary history of the Prancing Horse. For a permanent exhibition dedicated to the Formula 1 and the World Championships where, in addition to cars, the "pit wall" you can understand what the telemetry and as a guide a pilot in the race, plus five rooms offering thematic exhibitions of great interest. For visitors, many other attractions: Cinema Room with a continuous projection of movies theme, simulators of Formula 1, semiprofessional for adults and made from authentic Formula 1 for children and teenagers; the opportunity to compete in a real tire change, the giant screens for Grand Prix, a big Ferrari Store and the cozy café.



I invite you to view the pages dedicated to this museum via the online encyclopedia: Wikipedia

http://it.wikipedia.org/wiki/Museo_Ferrari

Hours from 10.45 to 11.00 - Return transfer with pedestrian **Piazza Liberta'** Maranello to restart our "**4-cylinder Matra**" and head with a distance of about 30 km to reach the beautiful town of San Martino in Rio, the province of **Reggio Emilia**.

San Martino in Rio, 'cause ...?

'Cause you and' the seat of our "**Scuderia San Martino**", our mother club based at the "**Auto Museum**".



Will park the car in an area reserved to us by 'local **Administration** (in which I thank you again for giving us their **Patronage** to the event), the main square around the famous "**Rocca Estense**" and with a small path will reach the center of the Museum.



The history of "MUSEO DELL'AUTOMOBILE" from San Martino in Rio

adapted from: www.museodellauto.it

Someone, in San Martino in Rio, still remembers the arrival of the first machines of the Automobile Museum. He says it was 1956. Someone else swears that it was a year before or a year later ... santa fatigue history: riscavare days and memory among the nebulous, or sometimes extraordinarily lucid, memories of the elderly and compulsive faded and sometimes the wrong cards. But what is needed. Indeed, now it is essential, as this blessed Museum is in its fifth (or sixth, or seventh or eighth) life: phoenix of the twentieth century, resurgent, every time, from its ashes. (It seems that already beat its wings towards the adventure and glory of the twenty-first).

We are therefore little more than half of the fifties and a Queen of Africa (ie a lorry Fiat 634, so named for its good service in the Abyssinian colonization), announcing the gasp of his old diesel and leaving behind a cloud of stinking exhaust, comes from the Via di Modena at the gates of the noble town of San Martino in Rio (is always the memory of 1956 that records). Between tractor and trailer three are (were) the vehicles transported. What? The memory is a little confusing ... but one can establish with certainty the identity: a car whose side "gave way to the fingers," that was not metal, but of canvas, painted white checkered ridiculously over a brown tint! It was, therefore, that copy of Fiat 509 sedan type Weymann (ie with the wooden shell covered with canvas, for lightness of the whole) and that still is part of the private collection Manfredini - Cigarini, a meadow Correggio. On other trips the Queen of Africa and other trucks brought in San Martino in Rio a few dozen old cars. Why? Dominic Gentile (who died in November 2001), Bologna, had gathered here and there to Italy, radunandole courtyards and under the canopies of his company (the soap Panigal Ducati); but, now that there were more, had chosen the hospitality offered by Giulio Campari, the late owner of the Campari & C., (which at Panigal was bound by a contract for the supply of animal fat) and friendship Barighin, that Emilio Storchi Fermi, the unforgettable Sammartinese affectionately known for being an excellent football player. Since that time the collection, after leaving the banks of the Rhine and exceeded those of the Secchia and Panaro, for twenty years he lived and prospered at the edges Tresinaro. Now is the time to talk about Barighin, a sort of Great Gatsby Italian (indeed, all'emiliana) outstanding subject, with imagination and spirit such as embossing, the complex of the collection and its potential value, an original brand still, almost thirty years from his demise (1975), recognizable among all similar initiatives. First of all, in the vintage cars of San Martino in Rio he did join that institution



(unregistered, not entitled, not legalized, never bureaucratized) that still responds to the name of Scuderia San Martino. Included in this were, in addition to Barighin, all those friends, Sammartinesi and not, that at any time they are ready to frolic, faithful to an old vocation Sammartinese the fun and adventure (sort of nice light hearted peasant). These, then, demands for collection, or the rescue and circulation of hundreds of pieces, unearthed a bit 'everywhere. So that, while this kind of "collection-museum" (yet entirely museum could not be called) was filling new and eventful local, dozens fabulous and unheard specimens landed in San Martino in Rio, from Barighin found in every part of Italy

(making themselves ever more precarious the already precarious shelter). Many of the venues have Sammartinesi even alive the memory; and we, for the sake of reporters, we make a list. The courtyards and sheds of Campari & C., in his old headquarters in Via Reggio; in the warehouses of Campari & C. that were located in the house on Via San Rocco (the one from the arcades with tall columns Flared); at the factory tillers brothers Bonini; in the cloister of the Convent of the Capuchin Friars; - In the shed of the former Cantina Barigazzi (the one facing the sports field); in the shed, in disarmament, Wine, which no longer exists.



In short, San Martino in Rio became one of the most important national and European collectors. The visit to the successive locations of this sui generis museum was a must for anyone it overlooked the new regulations; pilgrims came from abroad. The good Eldo Lirani, which Barighin had accepted the post of guardian-factotum, was forced to trot all day, and often at night, to assist and accompany enthusiasts visitors, groups coming from everywhere and at any time. Barighin, for its part, was pumping wrecks vintage from every part of Italy, handling research, collection, transport, and, finally, to the restoration dozens and dozens of people. Even today some of the cars of the old museum remained among us bear in plates, the complaint of their distant origin: Palermo, Naples, Syracuse, Lecce ... The movement of many vehicles allowed an ever better structuring of the collection through transfers and exchanges with other collectors, and suggested some restoration operations in which he distinguished himself, above all, James Trullo. But back to the hangar of Wine, that is the sixth (or seventh) this blessed life of the museum, and we look towards the sun, where it is developing the artisan village (we are already in the mid-sixties), ie there where the architects of new small industries receive the grant of land for the construction of sheds.

November 3, 1963: the City approves the shed adibirsi hospitalization of the collection, ie the Museum itself. The company builds the Valleys. On 1 September 1966 Barighin and his friends putting in motion some, pushing several towing and almost all the others, leading to their final location (between the shed and barn closed, are about 1,000 square meters indoor) a hundred old cars, motorcycles, bicycles, carriages, farm wagons, etc.

It has been more than fifty years since that first post of cars on the old 634, and almost forty-five from the day when the great adventure of finding the pieces found its final order in a separate building. Well, all this time our beloved Museum lived his big stormy now: on a warm evening of June 1975 Barighin goes off next to his last Ardea (together with friends he had saved from demolition at least a dozen), suddenly and unexpectedly, in front of the Sports Bar which was, between a trip and another, a meeting place for fans of: in a word, the headquarters of the Scuderia and operational direction of the Museum. In the space of a few months the Museum, which for some years had reduced its actual shortening and leaving for about one-third, to a machine shop space (eternal, incessant labor of all human works), was emptied; material, except for a dozen pieces, he moved to Panzano (Modena) and only remained as bitter ashes of the Phoenix, the barn (which still runs alongside the Museum) full of pieces (in the most part already of the first collection and part of other recent collections) and a room of about five hundred square feet of property Vellani a short distance from the Museum. The heirs of Barighin have held firm. Exceeded the loss, the pain of loss, confusion of those days (in which, as always, was given to all witness the sad spectacle of the vultures), not just towards the end of 1981, became a free space already engaged in the mechanical workshop, blocked him and, united forces, ridiedero life to a museum, the smallest since you want (enough space for about thirty machines), but now no longer structured on a single large collection but on smaller collections of a dozen friends (some even with just one car). Strengthened the nature Scudiera although weakened the force museum. But the material available was good enough to represent both, musealmente speaking, the evolution of the mechanical means over time, or to build a very useful tool demonstrations, rallies, exhibitions, that is a wonderful game for leisure. Ultimately a phoenix risen from the ashes and, probably, more protected against any new incineration, the existence of a multitude of godfathers.

A nod, at this point, it is worth the work that the Scuderia, with the Museum, is now known throughout the world of vintage vehicle by virtue of the countless publications such encyclopedic that, over the years, have hosted photographs specimens, citing source and place. But the one hundred outputs, memorable remain those of the Rally of the Italian-Yugoslav Friendship of 1969, which brought about fifty cars from Gorizia in Ljubljana and Zagreb with one hundred and twenty participants; the magnificent Rally Mare e Pineta in Lido di Spina with, more or less, the same participation; the beautiful two-day trip to Gatteo Sea, guests of Ivo and Iva (Hotel Rosenthal, now Portobello) and finally (and always during the management of the unforgettable Barighin) Rally at Bagni di Lusnizza (Udine), in 1972, with about fifty crews. Travel, indeed, adventures that brought the world the name of our little town, plus the joy

inherent with the new and original instrument: the vintage automobiles.

The future begins every morning. Backward glance to remember the passing of days, now serene painful now, as never was tireless, you must note it, the roll of these our old, decrepit wheels, with the unstoppable transmute the seasons, the exciting springs, summers and the bursting the colorful autumns (winters needed restorations, repairs, program preparation) braided like a dance that never ends of intoxicated, squeezing together with strong ties of friendship and fraternity men Scuderia and their friends and neighbors away. And tomorrow? Tomorrow there will be more, much more, life and celebration for us and for our old coffee pots. Why were their own, tool in our hands, to create new throngs of admirers, enthusiasts, collectors. More than 250 pieces of all Clubs and collections of Italy come from San Martino in Rio and, perhaps, to as many amateurs today has lit the flame in the chest during a visit to our museum, or the passage of the Scuderia. And two, also, are the delicious more reasons to hope for good: the likely expansion of the free time and the equally predictable needs, next future, to grow more and more activities that represent for man, for better or worse, a healthy although short, escape from reality.

In memory of Vittorio Vicenzi (Vic), who died in October 1999 and unforgettable soul of the Museum and the Scuderia San Martino, author of these beautiful words.

What is now the Automobile Museum of San Martino in Rio? Hard question to answer if given to those who have worked and believed. The return of cultural activities should come from those who attend as a spectator, by those who want to jump into the past or simply want to know how it was and what it represented the car in the last century. We, and I write on behalf of all those who give us the soul or who hold jobs within the organization, we can illustrate what we can offer. Sympathy first of all, and

not a small thing. Then an exhibition area of 650 square meters where there are about forty cars, a dozen motorcycle, some bicycles, a meeting room and offices to perform various activities. The Museum is part of various cultural circuits together with the Scuderia is federated ASI and shares the status in recognition of the international motoring culture. The ASI is the Italian Historical Automotoclub and cure the world of motoring classic in Italy, thanks to ASI we can see today still around cars that would have gone into the oblivion of demolition. The association has more than ninety thousand

members representing a considerable political weight. The Museum is recognized by the FIA (Federation Internationale d'Automobile) and there is a regional project for the establishment of a museum circuit motorsport with the sharing of services to increase the number of tourists in the region. The Emilia Romagna region remains a leader in the national motor sports, thanks to the many manufacturers in the area, the manufacturers that have always preferred technique and sportsmanship and especially for that land of motor which is the Romagna, the capital of sports motorcycles. The number of visitors is not a constant flows and is affected

by the events and programs, making clear sign that the movement has a great influence in advertising. From a technical perspective, in San Martino in Rio we find the history of the automobile, its technique and form. The diverse range of cars guarded allows to study the evolution over the years from both the mechanical and aerodynamic. Various accessories are the corollary to the history of the time. Paintings,

photographs and posters epochal inform us on the various issues that fans contour to the automotive world. This is not a collection of self-brand or purely racer, but offers a wide range of historical topics, construction and costume. The library and the bibliography is substantial, but still small in comparison to what has been said and written on the car. Scuderia San Martino is the armed wing that moves the machine, which organizes rallies and demonstrations. The primary purpose is to relive past moments of culturally interesting places such noble palaces to ancient historic centers, art collections and, why not, great restaurants. Schools can take guided tours and a modern sound system spreads inside the voice speaker. Explanatory signs mark the trail for the individual visitor. Scuderia performs its function of operational ASI federated clubs in the same premises of the museum, offering assistance to all fans, checking the cars meet the dictates of the historicity of ASI. The orientation of the Scuderia is not intended to participate in or



organize races or competitions, but prefer to go to tourism and culture for a specific choice of direction and to respect the popularity, understood as the popular use of the Museum, which has always handled the 'Sammartinese activities of the association. Let's look now, our sbaracchine and illustriamole with a technical eye, that eye that we wanted to avoid so far to make this world accessible even to those who do not understand the mechanical characteristics. Sometimes it happens that the vehicles on display are not always the same, but some remain cornerstones kept in a permanent.

12.30 - Once the visit to our "Car Museum" follow a short ceremony with the symbolic handing over the keys to the Scuderia San Martino of "Roland Baghy", the Bagheera S that was the late Rolando Codazzi, that the guard 'among the beautiful cars planted in long-lived social Museum.

Follow 'a drink and a toast of good wishes to all the participants ...

Back to Matra left on display in the historic center and along a few kilometers of the plain "Reggiana", will reach the beautiful town of Correggio (RE) for lunch final of this year that I hope will remain 'between the good memories of the participants.

The cars will be parked in the central and characteristic (by long porches) Corso Mazzini, the "living room" of the old town and where stands the "Hotel dei Medaglioni" (4 stars) with its restaurant "Il Correggio".



texts from "Wikipedia"

History - The most reliable studies attribute the origin of the territory correggese the formation of alluvial sediments of the Apennine rivers and their tributaries, especially the Tresinaro and Crostolo and ships (north of Correggio).

The very origin of the name Correggio is referred to those increases or corduli of land that stood in the midst of the flooding of the valleys, called precisely "corrigia".

Archaeological findings document the existence of human settlements (probably Celtic or Ligurian) during the Iron Age, specifically in the sixth and fifth centuries BC and Etruscan (Villanova civilization). There are also numerous Roman who, without thinking about the

presence of a true urban center organized, show that the agro correggese was subjected to the Roman colonization.

Correggio certainly was not born as a Roman town; instead shows a clear medieval origin linked to the Lombard domination. The name Corrigia appears for the first time in a document of 946.

From 1009 to 1635 developed the Lordship of Correggio.

The May 16, 1559 Emperor Ferdinand I of Habsburg Correggio elevated to the rank of City giving, at the same time, the privilege to coin money and to maintain a catalog of urban nobility. In 1616, by the payment of a considerable sum, Correggio was erected in the Principality. In 1635 Prince Siro by Correggio was accused of beating smash and therefore was deprived of its territories, which ended outbuildings, a few years later (1641), in the Duchy of Modena and Reggio.

In 1860, with the annexation plebiscite Emilia, Correggio also became part of the Kingdom of Italy. The reins policies remained firmly in the hands of moderate cleric block.

Correggio is among the cities decorated for Valor for the Liberation War because it was awarded the War Cross for Valor for the sacrifices of its people and for its activities in the partisan struggle during the Second World War.

Economy - Correggio, town of agricultural tradition (production of Lambrusco and the famous grape Lancellotta Correggio who has the distinction of having the coloring pigments also in the pulp thus producing an important blending wine to correct the color of the most famous wines) is now home to important industries mechanical, electromechanical and plastics processing and is (2003) the first Italian center for the recycling of wood.



There is also home to the "Spal Automotive" industry of electronic equipment for motor racing.

Curiosity -

- The streets and squares of Correggio were used as part of the "location" of the film *Radiofreccia*, (1998), directed by Luciano Ligabue (born in Correggio and where he lives).
- In the *Corriere della Sera* of 11 December 2007 states, in an article dedicated to the singer Luciano Ligabue, that according to a survey of ASL in Correggio born proportionately more crazy and genes elsewhere.
- Even Sophia Loren has walked the streets of Correggio during the filming of the movie "Mortadella"

13 hours - 13.30 - Packed final in a very refined and distinctive in the heart of Correggio, an ancient liberty building of Corso Mazzini welcomes the Albergo dei Medallions. Prestigious complex recently renovated and enlarged, combines the charm of tradition with modern comforts and provides an environment suitable for business meetings while offering a priceless relaxation.

In the beautiful inner courtyard of the building, the restaurant "Il Correggio" and 'ideal for business lunches, ceremonies, or to moments spent in quiet'.



The pleasure of the taste comes from an antique, but are curious and creative experimentation of Chef exalting aromas and flavors of fine cuisine and tasty. The raw materials of a table originally poor, such as Parmigiano Reggiano, Lambrusco, balsamic vinegar, walnut liqueur, acquire value and become protagonists in their capable hands.



Galleria Fotografica





"Albergo dei Medaglioni" (4 stars), Corso Mazzini 8 (porta Reggio) Correggio 42015 (Reggio Emilia)

(<http://www.albergodeimedaglioni.com>) cost of:

75,00 Euro for a double room (37,50 Euro per person)

54,00 Euro for the single

Euro 120,00 for the triple type Suite (40,00 Euro per person)

al costo di:

75,00 Euro per la camera doppia (37,50 Euro a persona)

54,00 Euro per la singola

120,00 Euro per la tripla in tipologia Suite (40,00 Euro a persona)

15.00 - at the end of the lunch will take place as usual the awarding of some crews and finally see you next autumn rally that this year will take place 'in the "Republic of San Marino"

on 3 and 4 October.

N.B. For those wishing to stay overnight before and after the night Saturday/ Sunday (23- 24 May) and to take advantage of discounted prices, are asked to communicate it via e-mail or text message, correctly specifying the name/ surname, room type and hotels chosen, I will be 'I submit to reservations or at "Hotel Executive" Fiorano Modenese (Modena), or the "Hotel dei Medaglioni" Correggio (Reggio Emilia).

Participation fees

1) With accommodation in double or twin room at 4 star hotel "Hotel Executive" in person.

about 180,00 Euro

2) With accommodation in a single room at 4 star hotel "Hotel Executive" in person.

about 195,00 Euro

3) With accommodation in a triple room at Hotel 4 star "Hotel Executive" in person.

about 175,00 Euro

Performance and services in equity interests "All inclusive":

1) Visita Acetaia Rossi Barattini

2) Visita Vinicola Pezzuoli

3) Visita Cooperativa Casearia Val Tiepido

4) Visita Museo Ducati

5) Visita Museo Ferruccio Lamborghini

- 6) Pranzo del sabato presso ristorante Museo Ferruccio Lamborghini
- 7) Visita Museo Casa di Enzo Ferrari
- 8) Cena del sabato presso ristorante La Roccia
- 9) Pernotto e Colazione presso Hotel Executive
- 10) Visita Museo Ferrari Maranello
- 11) Visita Museo dell'Auto
- 12) Aperitivo presso Museo dell'Auto
- 13) Pranzo finale presso ristorante Il Correggio
- 14) Parcheggi vari
- 15) Vari Gaggets

N.B.

- 1) By the end date of the reservation, must be paid the sum of 30 Euro per person with card recharge rechargeable PostePay, rechargeable post office or tobacco convention. (cost charging at post offices 1.00 euros, while in tobacconists affiliated 2,00 Euro).
- 3) The balance must be paid at the time of registration of participants.
- 4) Are excluded from the advance of 30 Euro, the crews from abroad, will provide full payment at the time of registration.
- 5) E' possible to stay the night before only at the Hotel Executive Fiorano Modenese (Modena), the night after ... instead at both the Hotel Executive that the Hotel of the medallions at discounted prices ...

Carta PostePay :

N° 4023 6005 9906 7503

Intestata a:

Franco DeToma

Codice Fiscale:

DTMFNC58H30L328W

In addition to charging you have to inform me via e-mail or by text message if you want my number, name / last name, room type, etc. and other needs'.

The phone and 'always available.

Term bookings 5 Maggio 2014

(De Toma Franco tel. 338.5221489) e-mail: fdetoma@inwind.it