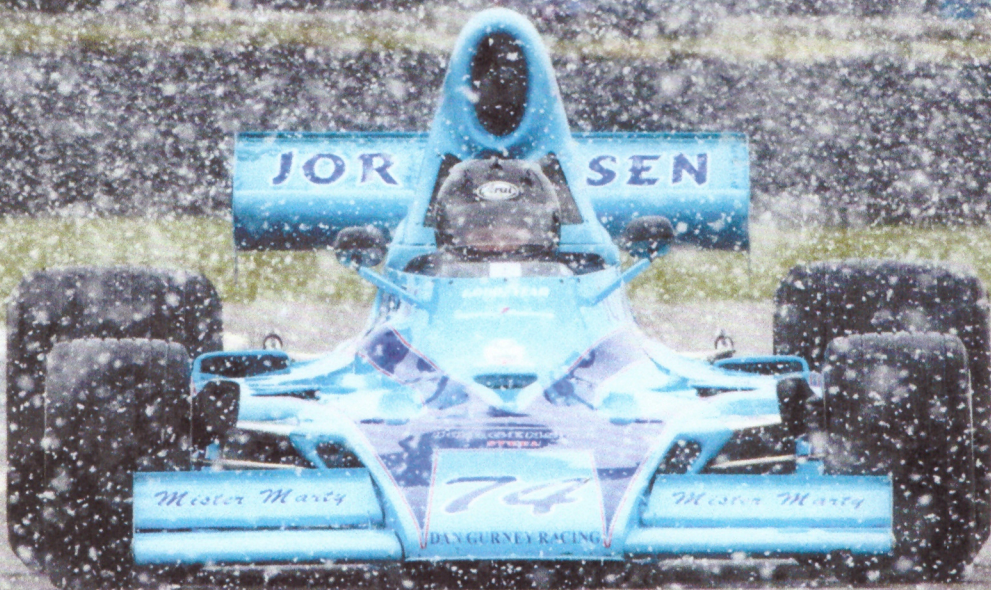


HISTORIC **MOTOR** *RACING* NEWS

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GOODWOOD MEMBERS' MEETING



Bologna San Luca Hill Climb - Through 300 Years of Historic Arcades

Quintessentially Italian, the Bologna San Luca Hill Climb takes place this year on 19-20 May, centred in that most beautiful of Italian medieval cities, Bologna. A mad event, the hillclimb is a two kilometre race (the shortest in Europe), but one of the most fascinating, not to mention challenging, attracting only the most audacious drivers.

The competition will start as usual from the 18th century Meloncello arch built originally as the start of the climb up to the Sanctuary of the Madonna di San Luca, a monastery on the top of the hill. It spans Via Saragozza, a busy residential and commercial street. The road is well surfaced and averages six metres in width and is 2.2 km long. It starts with a steep exit from the main road and as fast a section as your car will go up a 1 in 5 gradient, through the Meloncello righthander, where the only limit seems to be the courage of the driver.

First organised back in the 1940s, it ended at the outbreak of the Second World War and was not organised again until businessman and enthusiast Francesco Amante, with his Scuderia Bologna team brought it back to life 46 years after the last pre-war edition. Since then drivers from all over Italy and beyond have raced it, not only for the challenge on the road, but for the atmosphere created by the supporters watching the cars from under the shade of the

porticos, and of course the delicious Bolognese culinary specialties in the city considered by many Italians to be the capital of Italian cuisine.

For more info you can check the website www.bolognasanluca.it or send an email to info@finalma.it. Entries are now open! With the motto "only for the Brave", are you brave enough to have a go?



Rouse RS500 Duo For Super Touring

A pair of stunning Rouse Sport-built Ford Sierra RS500s will be among the most photographed newcomers in the HSCC Super Touring Championship this season in the skilled hands of Julian Thomas and Sean McNerney. Thomas, founder of the Racelogic concern – whose VBOX data loggers are essential equipment to historic racers the world over – bought his 1989 car last month and aims to debut it at the Silverstone Classic in July.

"I bought it as Guy Edwards' car, then discovered that (four-time British Touring Car champion) Andy Rouse had raced it. That's brilliant, because I worked with him on his Super Touring Toyota Carinas," said Thomas.

Rouse started the Kaliber alcohol-free lager backed car from pole for the BTCC round on Silverstone's new club circuit in June '89 and

finished third, behind the similar RS500s of Robb Gravett and Tim Harvey.

"It's a fabulous thing but has not run in anger for 25 years, so there's a lot of work to be done and a steep learning curve," said Thomas. Jeremy Welch, who built and runs his Jaguar E-type, is recommissioning it.

McNerney's Sierra is one of the ICS plc cars in which Rouse competed in 1990, the final season in which the fearsome turbocharged machines were eligible for the BTCC. As in '89, Andy finished third overall in the table.

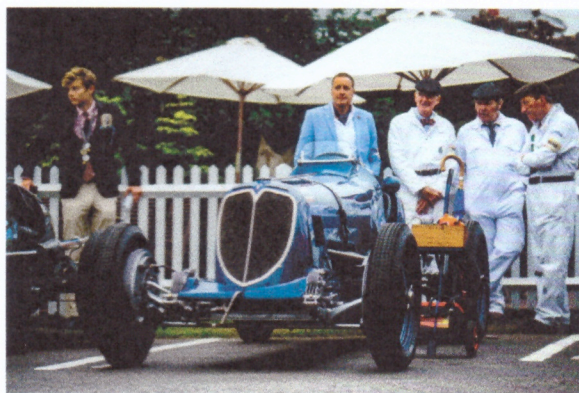


Grand Prix Party South Africa

A new multi event festival in South Africa will celebrate Grand Prix cars of the pre-war era. Organised by UK based Speedstream Events, more than 15 cars that raced in the South African Grand Prix between 1934 and 1939 will be re-united on African soil at the East London circuit on 25 November for an exhibition race. A significant portion of the original circuit from the 1930s still exists and the participating cars will drive corners such as the legendary Potters Pass. These corners, usually part of a public road, are not much changed from what they were 80 years ago. The demonstration will be held in conjunction with a historic car race meeting at the East London circuit.

Amongst the cars that will be returning to SA is the 8CM Maserati driven to victory in the inaugural South African Grand Prix at East London in 1934 in the hands of American Whitney Straight. Amongst other entries are the ERA that won the 1937 SAGP and the Riley Ulster Imp that finished second in the same event.

Next on the agenda for the drivers will be a leisurely five-day road tour for the road going cars on some of the most scenic routes South Africa has to offer international visitors, passing through areas such as Port Elizabeth, Knysna and Swellendam and covering over 650 miles to end in the Western Cape for the next part of the Grand Prix Festival.



The Festival will culminate in a two-day Grand Prix Garden Party at Val de Vie Estate, located between Franschhoek and Paarl, where the public, who are encouraged to wear period dress, will have a further opportunity to see these spectacular cars on the estate's pristine polo fields.

The nine-day event will finish with a private gala dinner for the car owners and participants. See sahistoricgp.com for details.