

### Event Calender

Mar 17	Night Masters 11	Barbagallo	<i>For Race Results go to</i>
Apr 08	Flying 50	Northam	<a href="http://racing.natsoft.com.au/results">http://racing.natsoft.com.au/results</a>
May 19-20	Ernie Hastie	CMP	<i>Championship Points go to</i>
Jun 03	Round the Houses	Albany	<a href="http://competitiondriversclub.myclub.org.au">http://competitiondriversclub.myclub.org.au</a>

### Standings

## The Big Roadie Phillip Island Classic 2018

Well that time of the year for the annual migration to the east, in addition to the 5 Intrepid HTC Crew There were 20, also very intrepid Time Challengers (Regularity) who also made the pilgrimage.

Here is one report;

Team WAAFL (West Australia Alfa Fiat Lancia) and their respective drivers Martyn Piercey/Steve Boyle/ Robbie Rhoades talked "reconstituted oats" to each other on their 4 day trek towing cars to the Phillip Island Classic. The easterly winds abated for the last 100 km of the 3,700km journey hence the fuel budget was oversubscribed.

PI private practice on Thursday was most unfortunate for Randle Beavis when his engine decided Victorian air didn't agree with it. This sport is so cruel at times like this especially to a great bloke like Randle. Victorian air also disagreed with Bill Schipper's Datsun until he replaced a head gasket. Others in regularity over the weekend choked on Vic air and were unable to be resuscitated including Chris Bothams/ Ivan Michelson/Andrew Morrison.

I qualified 9th out of 35 in the Alfa Romeo and finished 9th or 7th in all 5 races including a PB lap of 1:56 on Sunday. (The gonads shop in Cowes is recommended for racing here). The Mazda RX2 "rice burners" have too much grunt to get a top 5 here. A BMW 2002 and a Datsun 1600 SSS were too good for the Alfa. The racing was hard and fair and I continually found something new to learn every lap. Wow what a race track! Thanks to all you guys that came up to me over the weekend offering support and the cheer squad at Honda corner. Steve Boyle, Robbie Rhoades and Iain Simpson had heaps of track time in their regularity events albeit large fields of 60 cars and improved their times with each event.

As a footnote to all you sceptics about the reliability of Italian Cars, they all ran faultlessly all weekend nah, nah, nah nah nah! ( yeah I know this may come back to haunt me)

Team WAAFL went onto Winton the following week and competed at the Fiat Nationals rounding off a great trip.

Regards to all at WAHTCC from Martyn Piercey

Mike Holmes, Mk1 GT Cortina, a man short on words " Chased a misfire all weekend borrowed numerous of Randles Lotus parts, still had a great weekend".

### The Mighty Rallye Sprint

Hi Muz, ok what I know so far. I am going to try and get more of the history once I track down the previous owners.

As you probably know there were 4 Falcon Rallye Sprints (replicas) built to race in Historic Touring Cars in the late 1980's.

One of these 4 cars was built by Jack Lacey in QLD. His car was originally a LHD 6 cylinder Falcon hardtop which he changed to a RHD V8.

Jack engaged the services of Alan Steel who helped him at Bathurst and became his mechanic/friend for a number of years.

One day in 1990 as the two of them were driving through Brisbane, they saw an original Falcon Sprint V8, parked in the yard of a house. On enquiring, a young guy said his father won the lottery, and bought his 4 kids a car each, out of the US in a container. The V8 Sprint was his gift from the father.

Jack/Alan negotiated and bought the car to make a sister race car for Alan. The car was built up by Alan and a Log Book request was submitted in December 1999.

The car log Book was not approved by CAMS until January 2000, by which time Roll Cage rules had changed, and the roll cage which protruded into the engine bay and the boot had to be removed and a completely new cage built.

The car never actually raced while owned by Alan.

The car was then sold in 2005 to Jim Hodgson (Brisbane) as a roller where it languished in a shed, until John Gillingwater who had a Mustang stored in the same shed, purchased the car in 2013.

John restored the car, had it repainted its original Wimbledon White colour and fitted a standard 302 motor.

John had the car checked and signed off by John Kingcott (CAMS Eligibility), but only ran the car in Regularity.

In 2017 Martin White who is an engine builder in Brisbane and also has a Sprint, told me of the car and put me in touch with the owner.

John Kingcott was fantastic in helping me check out the car, but unfortunately passed away before purchase in late 2017.

Tony Guilfis transported the car back to WA for me, but not before I had a chance to run the car at Eastern Creek in Oct 2017 and Sandown Nov 2017.

To date I have run the car At Collie in March 18 and am preparing to run for the first time at Barbagallo in the Night Masters 2.

Having gone from a Formula Junior open wheeler to the Falcon has been a big step, including starting off the Collie grid in reverse (!), so there is much experience to be gained, before I can be any sort of competition to the Nb stalwarts, but hopefully I can fit in the pack somewhere.

I am currently having a correct 289 V8 built by Martin White in Brisbane, which will be sealed, and fitted to the car in July.

Regards  
Mike Rowe