

WALKY TORQUE MAY 2023

Welcome to your May newsletter.

The Rally of the Heartland is now complete and winners have been announced. You can find details at <https://www.ewrc-results.com/final/81492-shannons-rally-sa-rally-of-the-heartland-2023/>

The Copyworld Walky 100 will be here before we know it too, so keep an eye out for more details.

Keep in mind that competing is not the only way you can take part in club activities. We are always in need to officials and there are number of working bees coming up.

DIARY DATE

Your social committee has set a date for this year's Biggest Morning Tea (Supper) event. This has been well supported in previous years and we're planning to do it all again.



The event will take place prior to the **June General Meeting, 21 June at Walkerville RSL Hall, at 6.30pm**. Come and enjoy dinner for a \$10 donation, and enjoy the talk from a Cancer Council Ambassador. Delicious, pumpkin soup, quiche, sausage rolls, and dessert will be provided. We are hoping to include the light box as in the past. A tool which highlights any skin marks which may be cancer and should be checked.

NEXT MEETING

WEDNESDAY 17 MAY 2023

7.30pm

Walkerville RSL

98 Walkerville Tce, Walkerville.

SEE YOU THERE!

'Back in the Day'.

We're STILL looking for your personal experiences, your memories (good and not so good) and anything else you might like to contribute . You don't need to be William Shakespeare – all the editor needs is your words and information. She'll do the rest.

Club contacts

Patron	Ivar Stanelis	
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General Committee		
To contact General Committee members Email: committee@walky.asn.au	Mark Lacey Andrew Farnden Damien Rollond Greta Nason Lyn Wilson	

RECENT EVENTS

Committee member and Public Relations Officer, Daren Herring, and our current State Council representative, Matthew Woods, recently participated in and won the Silver City Rally. Photos and report received as below.



With Brett and Bec Baldwin

Rally Report – Silver City Rally, Broken Hill – 1st April, 2023

Broken Hill really turned on the charm and the weather for the 2023 Silver City Rally, presented by the Barrier Sporting Car Club.

The cars rolled out of the Musicians Club Car Park towards the first stages of the day. Fast, smooth roads carved out of the New South Wales bush, a combination of flat-out commitment and technical skills and being a 'blind' (no recce or pace notes) rally, a real challenge for the drivers.

2021 Rally of the Heartland Winner and SARC regular Rob Hunt, co-driven by Tristan Catford, took an early lead in his EVO 6, setting the fastest time on the opening stage, with Daren Herring & Matthew Woods in the MSS Safety / Black Nitro EVO 6 just 7 seconds adrift.

Hunt & Herring tied for stage fastest on SS2, before Hunt again edged out another 19 seconds with a blistering 5:51 on SS3.

Behind the duelling SARC regulars, Mark Povey & Naomi Tillet were setting very respectable times in the SA Motorsport Tyres/MRF Tyres entry until mechanical gremlins crept in, with the rear diff mounts breaking, the pair retiring at the end of SS2.

The battle for the lead resumed on SS4 with Herring & Woods not really looking back, setting fastest times on the remaining six stages as Hunt's co-driver, Catford soldiered on in true rally tradition, despite looking very unwell at times.

At the final control, Herring & Woods took out the overall win, with Hunt & Catford recovering to finish in the runner up spot.

Stuart and Lincoln Bates finished a solid drive without incurring any penalties tying for 3rd place with relative newcomers Michael & Casey Mohr, who were setting some very respectable times in their Subaru WRX.

Blake & Trent Clare were keeping the front runners honest, setting some pretty quick times, arriving back at service 4th outright, which could easily have been 3rd without 50 seconds of penalty time.

Evergreen drivers Michael Baldwin and Chris Bennet, with Steve Fisher and Dainis Skabe beside them respectively, showed a few of the young bucks the way home too!

Clerk of the Course Bec Baldwin, along with husband Brett and their (very small) team, certainly pulled together a quality event of over 260km competitive with minimal transport. The rally flowed, even on second passes, the roads held up well, everything ran on time and smoothly to the finish. A pretty impressive result for first time Clerk of Course, Bec Baldwin.

A huge thank you to the many rally officials for the event who performed their duties exceptionally and also to Kym and Sue Andrews (The Andrews family) for enabling the event on their roads which made the event possible.

There were several SA Rally Panel members present or competing. Does this mean we might see the Silver City Rally reclaim its place on the South Australian Rally Championship in the near future?

TEAM SNOOPY PACENOTES

2023

Finally, after 5 months I checked the GT4 over. Tyres still had air, the oil was more OK than not, as was coolant, brake fluid, power steering fluid, windscreen washer fluid, and air cleaner OK (should not have got dirty the last event was mostly in water or sitting around waiting for something to happen which in the end didn't happen either).

I took it for a test ride around JASAMA to make sure everything still turned and did what it was supposed to do. 10 minutes later nothing had broken, nothing overheated, and then I cleaned it. Tuesday, I stuck it on the trailer (thanks Brenton for help with loading, tying down etc etc). Wednesday, I drove to Burra and arrived at the Burra Showgrounds Camping Area. Caretaker was leaving as I arrived said he would be 20 minutes and would be back. He took nearer 40 but duly returned to book me in.

"How many people you got" he said eying my car on the trailer curiously.

"Me, and 2 caravans. 1 van today and 1 tomorrow" I replied.

"I can't guarantee spots with power and have no water spots left and I don't hold places for people supposedly coming!" he said very pointedly.

"No problem they are both self sufficient in both power and water" I said.

"I don't hold spots for people supposedly coming" he repeated.

"No problem we knew that coming here." I said.

He promptly repeated this information 3-4 times over the course of the decidedly one-sided conversation then said, "Where are you sleeping?"

"In my tent" I said pointing my tent.

He looked at me dubiously and put me up on the highest bit of ground with 2 caravan spots next it.

"That will be handy being that close to the vans" I said politely noticing 2 power spots next to where he had indicated I could put my tent up.

"No guarantees your friends will get those 2 spots" he replied. Pointedly again.

"By the way you may not get your pegs in the ground it's very hard here, haven't had much rain" he announced. Pointedly. (Get the picture with this bloke – clearly everything is a possible argument or fight).

"No problem. I will manage something" I said.

Still mumbling under his breath, he walked off probably about not holding places for people supposedly coming.

He was right about the ground though. I bent one peg almost 30 degrees off straight but eventually got the tent up by which time Mandy & Dave had arrived and encountered a problem with Mr. Personality. He wanted the right change it seemed, so I organized it and he promptly put it in a wad of bills thick enough to choke a horse. Perhaps his mental arithmetic wasn't too good. Eventually we both got settled and we sat down for a cuppa and a chat and afternoon tea and then we organized tea at the Royal Exchange Hotel for that night along with Fran & Pete Tann. Sat around, read the paper and eventually went off to tea. The pub was great. The meals were really good, and the service was excellent considering they got slammed 3 nights in a row. Always smiling and telling how long food would be and why. Great crew, and after 3 nights we knew quite a bunch of characters. We got designated as "locals" for 3 nights as well. Like I said great crew and service.

Thursday arrived sunny but cool and I got the car off, plastered stickers where they had to go or somewhere close to it and was about to go to Rally HQ to hand in scrutiny papers and pick up Rally Safe unit when Ian arrived. Mr. Personality cast his gaze around and pointed to a spot next to Dave & I. Still very few caravans in as they mostly arrived after 2 and a lot left by 7 the next morning most days. One big Iveco or something, arrived with a car on a trailer and offloaded it and drove off leaving the car trailer just behind Dave & Ian's vans. We didn't notice at the time, but eagle-eyed Mr. Personality did. Next thing we know he's demanding to know whose trailer it is, and we can't park there. Not ours we said. He kept on & on & on about it to anybody who would listen, or more accurately could hear him and kept on pestering us because we had a race car and would know everyone in the event. Didn't believe us when we said we don't know as they had Victorian Rego, and we were from SA. After 90 minutes of this nonsense and he's still going on & on about this trailer in between, threatening to dump it on the railway tracks behind the showgrounds where "they would never get it out" Dave remembered whos name was on the car and we decided to ring them when we got to the Rally HQ in case the bloke did dump it on the tracks. At Rally HQ we booked in, handed in paperwork, toys for local kindergarten school, picked up Rally Safe units for cars 42 & 58 (Steve Barker & Mandy doing regularity) and found the owner of the trailer. He promptly spat it about this bloke and demanded to know why when he had spoken to Mr. Personality about him bringing up a caravan later. I told him don't shoot the messenger, but he took a while to cool down then apologised and said not to worry he would fix it with the idiot (his words not mine, but I agreed). Upon return to the Showgrounds, he was still at it with anybody who would listen including newcomers who had no idea what they had wandered into and kept promising to dump the trailer on the railroad tracks. We retreated to our caravans but could still hear him for ages until the van rolled up with caravan in tow. This prompted another outburst from our Mr. Personality, but we ignored it & him and eventually we left to go to tea again at the Royal Exchange with 10 people booked this time which swiftly jumped to 12 when Jake, Izzy, Jarrad & Tony asked if they could they join us. They did. Still no show of Des & Denise Collins who were travelling every day from Morgan and back. Only time we saw them was at the service park 3 days out of 4. Accommodation was tight with some including Faye & Steve Barker staying at Clare. If you plan on going next year book early at Paxton Square cottages, Burra Caravan Park. Give the Showgrounds a miss!

Friday was sunny but cool although it warmed up eventually and we checked over the car again and took it down to the Service Park/Parade area. Went back to the Showgrounds, organized the Patrol as service vehicle, put stuff like jerries, service tools, oil and a hundred things we might need but fortunately did not, when I discovered I had left the wrong spare home for the front tyres which

would also fit the rear but the spares would not fit the front. Different brakes. Sweated on that most of the weekend but the car was faultless all weekend and apart from fuel where we filled up at every chance we got, and oil where we filled up after nearly every stage or the long ones at least, it didn't miss a beat. About 12.30pm we went down to service park checked the car again and waited for our departure time of 1330hrs. We did 3 stages that afternoon, about 10km's near Worlds End Creek, 5 at Hallelujah Hills and about 10 at Inspiration Point just to the west of Robertstown in what was to us at least reasonably familiar territory. We started as car 42, did times of 8 mins 19 secs, 5 mins 3 secs & 6 mins 6 secs and ended up starting as car 45 next morning. I would have been happy to start last car Saturday with long stages up first and some very quick cars behind us, but they were not as quick as I expected. But we had no problems. Serviced and checked everything over and put car into Parc Ferme overnight. Did the Royal exchange again for tea with 16 this time which meant 2 tables and another great night. Even sang Happy Birthday to some person at the other end of the room along with everyone else. Bed relatively early and agreement to go to Bon Accord Hotel Sunday just for something different.

Saturday was an early start up about 0630hrs and left the Start about 0850hrs. Long transport to start SS4 so refueled at Terrowie on the way and got to the start only to find a long list of cars waiting, as it turned out the zero cars got to start and found no one there. Eventually the Stage Commander rolled up at about 0830 as he was still setting the stage from the night before. The 2 '000' cars went and finished that on the way round, but we were already nearly 45 minutes behind schedule which didn't bode well for the rest of the day with 2 even longer night stages to finish it off with. Eventually we left on SS4 and from that point onwards it was like watching a demolition derby in slow progress. We were never going to be quick but there enough wind to blow the dust away at least and we had a nice clean run and posted 40 odd minutes. We passed 5-6 cars on the side of the road that 1st pass and a couple of others 2nd time round. At the service point in Hallet I checked with the 2 cars behind me, a quick looking 260Z and Andrew Admiraal in his Subaru STI and discovered they had both caught me but could not get close enough to trigger pass on Rally Safe as the dust was so bad. I said next control we should shuffle cars around to put me behind as I was not interested in getting run over by quicker cars. Got the oil topped off, refueled at Terrowie, got SS5 start (same as SS4) the navigators went and spoke to control officials who said just get in the order you prefer, and we will give start times in that order. Got to the start and chaos ensued with Gary Hales trying to dictate who was going where and when and Paul Knopka involved somehow and we ended behind all the cars who should have been in front except the Porsche Cayenne (nice way to rally) who caught us 8kms from the end but managed to get past us easily when I slowed down and pulled to one side. Did a better time by 68 secs over 62km's despite that, so was pretty happy heading back to Burra for next service. Refueled, reoiled, checked everything including tyre pressures, fitted the spotlights as it would be dark before we got back and spent 5 minutes trying to work out why we had 2 LED's and no HID's. The next 2 shorter stages were Mongolatta 1 & North South. Mongolatta was renamed Mongrol Dog 1 after one pass. It was terrible, rocky as anything and bulldust where it wasn't rocky. Very slow with almost 15 minutes for 19km's and very glad it was over and not looking forward to Sunday when we did it again. North South wasn't much better but a vast improvement over Mongrol Dog. Back to service, refueled, reoiled, played with lights with no luck and spent the rest of the night hoping they would come on. They didn't. The LEDs were ok in the dust which was hanging a bit for the first pass through Mt. Dare but was a lot worse the 2nd pass. Just couldn't see more than about 200-300 yards which sometimes was OK but some more light would have been nice. Still, we managed about 53 mins for 71km's 1st pass and just over 55 on the 2nd with more dust and more care over some jumps that caught us out first pass. This included dodging a skippy just short of halfway through which made us more nervous than anything else had that stage. Found 4 more cars off the road including one who turned out to be a really nice 280Z which ended up about 30-40 yards off the

road with a light shining on their OK sign sitting on top of a bush, and 2 LED strip lights just showing over the scrub on the left. It was a late night for their service crew by the time the stage had opened up and they found them, got them out and returned to Burra. Refueled, reoiled, checked everything and removed the spotlights, booked into Parc Ferme and went to bed about 0100hrs Sunday.

Sunday came way too quick for me with only about 4 hours sleep and it was cold to boot. Slowly got organized thanks to Ian who made a cuppa and things felt better after that. Don't they always though after someone else makes one! Returned to Parc Ferme, got released, and went back to Mount Dare for run 3 only in daylight this time. My night vision must be worse than I thought as we were just 10 minutes quicker than the previous nights second run. 45 minutes something. Awesome stuff. Must have been something in the cuppa. Returned to Burra, refueled, reoiled, checked stuff and went to do Mongrol Dog 2. It was so much worse than the day before. One spot was rough, rocky and bulldust for 500 metres we were told. More like 5 kilometres by the end and we were 80 secs slower than the day before. Didn't care too much at that stage as getting home in one piece was the aim. Next stage was Sevilu about 7kms and lots better than Mongrol Dog but still grotty enough to take care through some spots. Last shire road stage was Browie for 5kms which was ok except for 2 spots neither of which were very long and with only the 2 Mine Shafts stages to go 2.45kms each I was going to be very careful to get home which Dave reminded me wasn't far but plenty of room to blow it all. Got to the start of Mine Shaft only to find a big line up as someone had an incident on the stage and they only finished clearing it as we got there. After nearly 40 odd minutes we got started and I was so careful I nearly blew the gate entry at the bottom just after the start. Very close. 1st gear Dave said next time when we got back having "lunch with the locals". The snags were nice though. Dave then said be sensible as we were in 10th SARC and 10th East Coast Classic and about 13th O/R and no one could catch us unless we did something really dumb. I said ok, went through the gate in 1st and was 3 seconds quicker overall second time round. We quickly went back to the drive over ramp and left ASAP to try and see Steve & Mandy go through their last time. They also finished 2nd in Regularity and even got silver wear to prove it. We got a badge to say we finished, and boy was I happy. Never finished higher than 16th in a 30-car field but to finish 13th in a 60-car field was unbelievable. 9 of us went and had tea at the Bon Accord Hotel near the Showgrounds. Great old pub full of character, pictures, photos and a really great mine host and his lovely wife who cooked me eggs after he looked at me dubiously and said he might end up sleeping outside! We had a song on an old pianola which I knew about 2 words, and it turned into a great night and bed was nearly 11 o'clock in the end.

Overall, it was a great weekend which ended the next morning with 6 of us pulling down Ivar's ramp setup. We all ended up safely home and so we start looking forward to the Walky 100 at Eudunda on August 12th this year.

NOTICE BOARD

SAPOL will be coming to our July
General Business Meeting for
Road Closure Marshall Training.

19th July at 7:00pm start

All welcome.

BACK IN THE DAY

Back in the day, the best way to get information on the latest Rally stats was to purchase one of the Rally magazines or be at the event. Now we have a multitude of resources – websites, facebook, YouTube. We would love to hear about your experiences 'back in the day' to see how far rallying and motor racing has come. We don't need a book, just a few paragraphs, a yarn or two. We have so much knowledge and history in our club, and would love to memorialise it in our Club newsletter. Contact Fran Tann on 0422 817 078.



amongst the leaders, but as the route led further north west into the South Australian deserts, they were joined by Adelaide crews McLeod/Lock and Barr-Smith/Hunt.

One point apart

Watson/McAuliffe broke their Renault's transmission north of Renmark, leaving the crew with a long march through the scrub desert to civilisation. Between Berri and the return into Victoria near Ouyen, South Australians McLeod and Barr-Smith forged slowly into the lead. At Horsham, in Western Victoria, they were only a point apart as the field turned for home.

Bond changed his differential at Ouyen whilst the Datsun 1200 of Wilson/Long and the Philip/Jesup/Colt 1100 both fitted new exhaust systems. The sand turned to mud on the run to Melbourne and Bond and Queenslanders Kabel/Dancer (Mazda) utilised the Torana's wind no less than seven times to drag their way through one particularly boggy section near Lake Miga. Despite the sticky conditions, Chettle drove brilliantly through the mire without a winch to come back into calculations.

BP NAVIGATIONAL NIGHTMARE

The 14th International BP Rally of South Eastern Australia was apart from being the longest named rally in the country, a battle of the privateers and dealer sponsored teams. It went to South Australians Stewart McLeod/Jack Lock in the City State Racing team entered Torana XU-1 from a brace of Renault 16's crewed by David Chettle/Laurie Comerford and Tom Barr-Smith/Rob Hunt.

The BP was the only major event during the 1971 rally season which was not won by a major factory team. The sole HDT entry of Colin Bond/George Shephard (Torana XU-1) finished sixth, whilst two of the three Renault factory cars broke transmissions and the third was unplugged. Ford did not enter a team.

2,000 miles

The rally is recognised as being the hardest navigational event in Australia. Outright car performance does not generally affect the results; navigational skill, concentration and large lumps of stamina are needed to come out on top of the five day 2,000 mile event.

Crews started in Adelaide, Goulburn, Melbourne and Hobart and rallied to a central point before commencing a

common trial route to the finish in Melbourne. The 1971 event started from the Murray River city of Edulca, and then moved north west more or less along the Murray to Mildura. Points in fact only 12 crews finished with losses under the 1,000 mark and even the winning Torana lost a heavy 377 points.

Problems

The Lunni/Forsyth Capri V6 started badly with a series of blown head gaskets. The toughness of the event can be gauged by the problems faced by the McGregor-Dawson/Swan Escort twin cam—a broken crankshaft pulley, front and rear screens broken, both front suspension legs were replaced during the event, and the front cross member was repaired. Everyone had their troubles.

Bond/Shephard had their front in the Gunbower forest when the windscreen popped out. A replacement had to be taped in for the rest of the event. Windscreen and suspension damage was common, thanks to low overhanging scrub branches along the route and savage potholes.

Chettle/Comerford and Shaw/Wunderlich (Escort) showed up early

Victory

Over the last 200 miles, he and navigator Comerford came within a handful of points of McLeod/Lock but the South Australians hung on grimly for a well earned victory.

In fourth spot was the Datsun 1600 of Bruce Wilkinson/Ian Inglis which had a virtually trouble-free run, apart from changing a rear shock absorber at Stawell.

Fifth was the Surrey Motors entered Hillman Hustler of David Cuthbert/Andy Chapman.

McLeod and Bond linked up with Tasmanian Holden HR entry of Barwich/Tyson to take out the Manu- facturers Award for GMH. Interestingly the HR was an ex-Hobart taxi which clocked up its 500,000th mile during the BP rally. It competed steadily with only a couple of minor problems, despite its age. It seems that old Holden's don't die or fade away, they do well in rallies!

SOCIAL GET TOGETHER

Balaclava Royal Hotel 7/5/23

The social committee and friends enjoyed an informal get together and lunch at the Balaclava Royal Hotel on Sunday 7th of May. We made a lively group of 13 with lots to share after the recent Rally of the Heartland. We also celebrated Janet's birthday with singing & cake. It was good to see Vicki Schumaker with Rohan and family at the adjacent table. Suggestions for the next pub lunch are Freeling or Roseworthy, all club members are welcome. Contact Faye Barker 0427805979 if you would like to be informed of further lunches.



UPCOMING EVENTS 2023

Walky Park

**Wednesday 21 June – Australia's Biggest Morning Tea event at 6.30pm.
Bring your appetite, money and/or your credit card.**

Sunday 25th of June 2023

Walky Park Khanacross Round 2

Saturday 22nd and Sunday 23rd of July 2022

Walky Park Khanacross Series Round 3, Club Round 3

Sunday 12th August 2023

Copworld Walky 100 - Eudunda

Sunday 27th August of 2023

Walky Park Khanacross Round 4

Sunday 24th of September

Walky Park Khanacross Round 5

Sunday 22nd of October

Walky Park Khanacross Round 6

Other events

Friday June 23rd

Mallala Motorsport Park

Skidpan and track training 8.00-4.30

Sunday June 25th

The Bend Motorsport Park MSCA Supersprint Round 2 (6.00-4.00)

Saturday September 16th and Sunday 17th

MSS Safety Rally Barossa

Friday 13th October to Sunday 15th October

UME Adelaide Hills Rally

Don't forget our sponsors. We encourage you to support them, as below.



NISSCARE

RALLY SKILLS DEVELOPMENT PROGRAM

Thanks to Bob Nason, Peter Tann, Andrew Farnden, Mark Lacey, Jason Thiele, Craig Boulderstone and Damien Rolland for continuing to drive this important program.

We have submitted a grant with the Department of Infrastructure and Transport seeking money to purchase safety equipment for the cars, as well as helmets. We are hoping we will be successful, and will know more in a few months' time.

This is an exciting program for the club and if you would like to help in any way, please contact any of the sub-committee listed above.

If you know a junior, have a grandchild, or know a male or female of any age who would like to participate, please register your interest with any of the sub-committee listed above.

The Last Word again...

So much happening for the Club this year, with a focus on applying for Club Grants, and getting the Driver Skills Development Program up and running. If you would like to hear more about upcoming events and club information, come to the General Meeting to find out more.

As Fran is away, the newsletter has gone out with a little help this month. We would love to have your contributions for the next months issue. Let us know what you want to hear or learn from our Club newsletter. All contributions welcome.

Catch you next time

Fran (and Fran's helper Gill)

Editor

editor@wacc.asn.au

Minutes of the General Meeting

Walkerville RSL Hall, Walkerville Tce., Walkerville

Meeting Opened: Present:

7:30pm by Bob Nason.

Members were welcomed by the President.

Members and visitors were present as per the attendance book. The President welcomed the Club's new members.

Apologies:

- Carmel Miels
- Tamara Brice
- Ellie Brice
- Lyn Wilson
- Darran Ambrose
- Sandi Stuut
- Andrew Farnden

Approval of Previous Minutes:

Moved: Steve Rowe 2nd: Damien Rollond Carried unanimously.

Business Arising from Previous Minutes:

- Nil

Secretary's Report:

Correspondence In:

- 1x Invoice
- 1x BankSA Statement Correspondence Out:
- Nil

Treasurer's Report:

- The Club's accounts are healthy and trending upwards.
- The Club is currently working towards several grant applications from several different sources. The results of such grants will be shared with the Club once known.
- The Treasurer is seeking to implement the issue of debit cards to approved members.

Motion: That accounts be paid in accordance with the Treasurer's recommendations.

Moved: Peter Tann 2nd: Graham Olds Carried unanimously.

Membership Officer: Editor:

- The Club currently has 347 financial members.
- Members were requested to submit content to the Editor for further newsletters.

Minutes of the General Meeting

Walkerville RSL Hall, Walkerville Tce., Walkerville

19 April, 2023

Rally Panel:

- RallyOne has been producing training videos for officials, which are a great resource for rally officials. Members are encouraged to familiarise themselves with these videos.
- Discussion was held regarding the presence of SARP/rally personnel at the Adelaide Motorsport Festival. Further investigation is to be undertaken for future AMF's.
- Discussion was held regarding the incorporation of the Shannons Adelaide Rally within the South Australian Rally Championships. Further investigation is to be undertaken.
- SARP & WACC congratulate Barrier Sporting Car Club on their successful delivery of the Silver City Rally.
- Discussion was held regarding the roles and responsibilities of course cars.
- Discussion was held regarding the requirements for road closures. Event Organisers will meet with SARP and SAPOL personnel regarding this.
- SARP is currently looking to facilitate several training courses through Motorsport Australia. More information is to come.
- WACC members are encouraged to seek SARP meeting minutes from SARP or Motorsport Australia.

State Council:

- Amendments are currently being proposed for the mounting of window nets.
- The State Council congratulated Massive Events Corp on the successful running of the Adelaide Motorsport Festival.
- Reports were submitted to State Council regarding past and upcoming rally events.
- Discussion held regarding training resources and grant opportunities for clubs.
- Discussion held regarding the deteriorating state of event facilities, and how such venues can be maintained.
- WACC members are encouraged to seek State Council meeting minutes from State Council or Motorsport Australia.

Competition Secretary:

- Final entries are being received for the Club's next Walky Park round.
- Discussion held regarding ongoing storage and charging solutions for UHF radios.

Motion: The Competition Secretary to purchase a multi-bay charger and associated storage solution for the Club's UHF radios.

Moved: Greta Nason

2nd Damien Rolland

Carried Unanimously.

Track Maintenance:

- The President thanked several members for their maintenance efforts at Walky Park over the Easter break.
- The Club is seeking a mechanic to maintain the Club's mechanical infrastructure at Walky Park.

Walky 100:

- The Event's progression is tracking well.
- The Event Director has met with Council and is in the process of confirming all bookings and infrastructure.

- The course is being refined and will be tabled for final approvals imminently.

Driver Development Program:

- The Club resolved to call the newly developed program the 'Rally Skills Development Program'.
- The Club is creating a brochure to publicise the benefits of the Program and the Club.
- Discussion held regarding the upcoming and ongoing costs associated with the acquisition of equipment and infrastructure and operating costs.

Social Committee

- A Club social outing is being held at the Royal Hotel in Balaklava on the 7th May at 12:00PM.
- A 'Biggest Morning Tea' function will be held at the Club's June GBM at 6:30PM.

Website:

- The Club's new website is live. Members are encouraged to send any feedback to the Committee for further development.
- Members are encouraged to submit any high resolutions photos to the Web team.

General Business:

- An observation round will be held in October/November. Dates and more information to come.
- Several sponsor and promotional videos are currently being built for the Club's use.
- A club member has 2x 20' shipping containers for sale, of which the club has been offered first option.

Motion: The Club to acquire 2x 20' Shipping containers as above.

Moved: Peter Tann 2nd: Fran Tann Carried unanimously.

Meeting Closed: 9:03PM

Next Meeting:

WACC General Business Meeting

7:30PM

17 May, 2023

Walkerville RSL, Walkerville Tce., Walkerville