

WALKY TORQUE NOV 2022

Welcome to your November newsletter. There has been plenty happening at Walky Park. All the events for the year are now complete. Work has continued on the tracks, along with discussion and detailed planning for 2023. Watch this space!!!

DON'T FORGET!!!

Wednesday 14 December, 7.00pm, Walkerville RSL Hall, Walkerville All Cars Club AGM. The event will be catered as before. Come along and have your say about the direction for Walky for 2023 and beyond.



The working bee scheduled for 3 December has been cancelled. There will be more opportunities to do your bit, meet new people and help develop the club into the future.

Club Contacts

President Bob Nason
Vice President Jake Alker
Treasurer Peter Tann
Secretary Steven Rowe
Membership Secretary Steve Barker
Editor Fran Tann

NEXT MEETING

**WEDNESDAY 16
NOVEMBER**

7.30pm

SEE YOU THERE!

Discussion and training re: EV vehicles. Don't miss this.

WACC Inc AGM – Wednesday December 14 2023



Please put this date into your diaries.

WACC Inc Development

The next two years are going to be exciting in the development of our club and its major asset in Walky Park. Our committee would love to have you involved at every turn.

Short, Mid and Long Term Plans are being drafted with some already being executed. You can be part of this exciting period in the nearly 70 years that our club has been providing motor sporting and social activities for you, the club members.

So, you want to join in and participate. Here's a few suggestions for you.

- Nominate or be nominated for a committee position;
- Nominate for a sub-committee role;
- Think about putting your hand up for individual projects (see the next page);
- When renewing your membership **advise the club of what skills you bring to the club;**
- Attend working bees at Walky Park (watch the newsletter for the dates);
- Contact a committee member to discuss your ideas or have them included in the newsletter;
- Provide articles for the newsletter;
- **Attend as many meetings as you are able** – specialty visits, guest speakers and activities are coming.

NOTE: Your input and help is important to our club and its development.

CAN YOU HELP?



HOW ARE YOUR WELDING SKILLS?

We need some help from someone with the skills needed to fabricate and weld an A frame to an existing roller, based at Walky Park. This is a standalone project to facilitate more use from an 'old friend'. If you or a friend/family member can help, please contact Bob Nason at president@wacc.asn.au or on 0409 676 649



HOW ARE YOU WITH WINDOWS (not Microsoft)

We need help too to insert some windows upstairs at Walky Park. Again, a standalone project and doesn't commit you to a life sentence (!) Please call Bob Nason on 0409 676 649.

Well done Bob and Greta!

The Committee and club members congratulate President, Bob Nason and Greta Nason on their Golden Wedding anniversary. A great achievement these days.



TEAM SNOOPY PACENOTES

A TALE OF 2 EVENTS

After the trouble at The Copyworld Walky 100 at Eudunda it was a relief to think that the Barossa Rally would actually go ahead with little chance of rain or other weather bothering it.

WRONG!

Having entered the event which Dave said I would love as it contained some classic stages from years ago and fixed the rear suspension by robbing the spare car of a couple of parts and getting one from Victoria via eBay. Having done all that Shane took a look at the rear said it was fine don't need to change anything and sent it off to get a wheel alignment. So much for my diagnosis.

Ready for the event a week or so early I had to suddenly get the car down to Adelaide again as they wanted to have a look over the cars at CMI Toyota on West Terrace as Ivar said he wanted the cars looked over as they had not been all year. Pain in the neck but got it to town, stickered up, and get to CMI and it was a joke as no hoist to look underneath and a cursory inspection from the ground and gone in 10 minutes. Spent more time looking over uniforms etc than anything else. Complete waste of time and money in my opinion but it was done with & all set to go.

Got to the Rally HQ on the Saturday for the one pass over the stages recce (which most competitors said was more dangerous than doing no passes- don't know why but they were far more experienced than me) using Rallysafe Lite and it rained all day and heavy at times but the roads seemed to be in remarkably good shape for all the wet weather we had had and were still having.

It rained most of the day and some of the night, but we began under grey skies not leaking and the first stage which was pretty good seemed to go ok although I had one scary moment where for a second the brakes didn't work but quickly came back. The second stage the brakes went again at the 2k stage and this time didn't come back and we ended up stopping for a quick look over as the car was groaning, not really going without lots of protests and not steering either. Checked the tyres but all seemed straight and tried again but ended up going through the rest of the stage at about 10kp/h and eventually got to the end. Very hard to turn and get any sort of response although the engine still revved hard but very little movement without noises. When we stopped, we realized the steering was turned to the right but the wheels were straight. Weird but with nothing else we could do rang the service crew (for this event Dan Prentice) he came and collected Dave and my keys and went and got the service trailer. While they were away, I had a look over the car but could not see what was wrong till they got back and found the RHS steering was all loose and the brakes were dragging as well. Having eventually winched the car on (and didn't that take some effort I can tell you) we went back to the service park got our gear repacked and went home which although we withdrew after the 2nd stage, I think I got home just as the last car finished the event.

The next day I discovered without actually knowing that the crenellated nut & split pin which holds all the front section together had broken off and vanished somewhere between The Copyworld Walky 100 Terrabridga Long 2 SS where we had a flat tyre, and where we stopped on the Barossa Rally. My fault for not noticing but its all a learning curve to me. Got some more bits including different brakes, lines and wheels which fitted over the new brakes which were not slotted or grooved but still did the job I thought. After fiddling with all that for a couple of days Dave got it sorted with Brenton & I was told it was good. I drove it and it was good. Another wheel alignment, change of rims and presto set to go for the last event of the year at Taillem Bend the local round of the ARC which was also a qualifying round for the Asia Pacific Rally Championship at Coffs Harbour later that year. Not that that bothered me as I could not justify the extra \$300 for an extra 6 kilometres. More on that later too.

Got to the The Bend Motorsport Park with the car early on Thursday morning, only to find almost no one (Rally wise anyway) there till Marc Tillet showed up. Ended up off loading the car and then helped him to mark out the Service Park area with copious amounts of orange paint (as much on my hand as the ground). Found my spot and did what little setting up was required and then we went recce the North, East & the GT stages. Finished that then we had to get changed into race uniforms and go meet the press in Murray Bridge. I went and washed the car then stickered it in the presentation area and no one paid any attention except a couple of older blokes who said they had not seen a ST185 since a long time ago, so we chatted and then they thanked me and left without looking at anything else. Pretty much what the rest of the so called presentation did. Much ado about nothing so Mandy, Dave & I went had tea at the Murray Bridge community club which did a nice meal and then we went home ready for Fridays Recce of the rest of the course and the GT stages which would start the event.

Friday went pretty good and I was looking forward to all stages except 2, being Blumberg SS9 & Back Callington SS11. Blumberg because I was worried that almost any speed except dead slow would kill me and the GT4 as it was so cut up & rough and Back Callington because it was mostly downhill which always makes me nervous.

Back at The Bend we attended drivers briefing which didn't brief us on anything, then got dressed and waited to go on the GT track all 8.1 kilometres of it. 4 times. 2 in daylight 2 in the dark. Lots of fun but really slow as I was worried that the tyres would not hold up. Having examined them after the first run I stopped worrying about the tyres and enjoyed it. We did 6m32s on run 1, 6m37s run 2, 6m42s Run 3 when I nearly ended on the kitty litter on the last corner before the finish then on my best run of the 6m34s which was by far the cleanest of all 4 although 2 seconds slower than the 1st run. Quick checkup of motor changed all the tyres for the good gravel ones and parc fermed the car and went home and slept pretty good.

Saturday looked alright weather wise, and it was although still gloomy over the hills where we were near Mount Barker. Bit slow on the first stage as I could not get too much right then came good on the second stage and from then it seemed ok if a bit slow. Having done the 1st 3 stages I rang my brother Ian (this week's service crew) and asked to lunch ready as we would be there in about 30 mins. WRONG! It seems Car 1 had a small engine fire which stopped him in the middle of the stage and the road. Cars 2 & 4 the next 2 in line duly stopped to render assistance but then everything stopped although no one seemed to know why. Turns out the stage was stopped to allow his service crew to retrieve the car so they get it back to Tailem Bend to fix it so he could either run later that day or at least on Sunday. No offence but if that any of the other vehicles it should have & would have been shoved off the road so we could keep going. Must be nice to be car 1 or 2 and have a whole event stopped for you. Having duly lost 90 minutes or so we resumed got lunch at Mount Barker which my brother keep warm by putting it on the engine to keep warm (it was perfect too) but lost the last 2 stages before Tailem Bend and ended up transporting back to Tailem Bend then had to wait till the ARC crews got through their Flexi Service if wanted then did North, East & the Super Special Stage around the go kart track. I was looking forward to the SSS but lost some of my enthusiam when we hit the water splash going about 20 and the everything fogged up and the motor nearly stopped. Could not see so missed the swap over point and managed to WD and got maximum time. Not happy Jan. Applied more wiping of anti fog but the damage was already done. Did much better second time but still too slow after crawling through the water at 10 kph then went back quick service and parc fermed again.

Saturday night at the caravan park it rained most of the night and most of next day which caused the North stage to be canned after 1 run (supposed to use it 4 times) but the GT4 had already had water or some gremlin in the motor as would not idle unless I held it at 1400 revs rather than the 700 it would normally do by itself. The East run was cut in half and only used the bitumen after the first run and we only ended up doing 2 runs on that. The go kart track was recce only for 1st run as they stopped using the water splash (TOO bloody late I snarled silently). After barely getting the GT4 to start and just keep running got to the second run of East stage and Dave give its heaps and just go from the start as it was uphill. I did about 6000 revs and it went okay then seem to come alive as the water or whatever it was got spat out the exhaust and we were going again. Had a really good run around there and the Go Kart track best time 2m flat. Went back to service only to find we would have to wait about an hour with service then regroup. Regroup then told the only bit we would be doing would the start of East stage but then follow the GT track all the way to the end to provide some TV coverage. We thought that would be great as the tyres were really good in the wet it seemed. Off went the ARC cars then we were told the management had changed their minds and said only the ARC cars would run the stage and SARC down were now in Parc Ferme till

the last car finished. Sunday turned out to be about 20 minutes track time and the rest of the day waiting in service & regroup. About 5.5 -6 hours in the end. What a waste of a day and it still kept raining till the ARC cars went on track then started as soon as they finished.

It was a different experience but through no fault of the organisers we were robbed of about an hours track time. May as well stopped Saturday night and gone home to be honest. Oh well that's rallying these days I guess. Went and had tea at the Taillem Bend pub, thanked everyone in our crew and went home.

ONCE AGAIN HUGE THANK YOU TO ALL OUR DEDICATED OFFICIALS WHO STOOD OUT IN THE WET WEATHER FOR 6 HOURS SUNDAY SO WE COULD GET 20 MINUTES FUN. THANK YOU SO MUCH. HOPE NOONE GETS TOO MUCH OF A COLD OUT OF IT.

Thanks once again to the event organisers who put so much time and effort in putting the event on I know its an ARC & APRC but think of the people at the back end of the field who make up 50-60% of the field. Without us you don't even get to run the event and that's bad for the sport.

Oh well onto next year. See you.

COVID-19 CAN GET STUFFED!
ALONG WITH CERTAIN FOREIGNERS AS WELL!
(My Opinion)



Photos courtesy of 1shot Media

PICTURE GALLERY – KHANACROSS AND MORE





Thanks again to everyone who has helped in any capacity during 2022, including those who have submitted photos.

Back in the day

Many thanks to **Gill Farnden** for the following:

1st November 2022

Back in 1968 a group of drivers and their crew undertook one of the most gruelling marathons rallying has seen, The London to Sydney Marathon. This year, in Australia (after being postponed), inspired by the original rally and following some of the original roads/tracks, the Perth to Sydney Marathon was run. My late uncle Stewart McLeod was an entrant in the original rally in his Alfa Romeo 1750 Berlina, with his navigator Jack Lock and driver Tony Theilor.

Earlier this the year, I managed to track down the current owner of the car, Carl (who saved it from the crusher) and he mentioned to me that he was trying to get the car on the road and to drive it in the Perth to Sydney Marathon with his two mates.

Carl has owned the car for 16 years after it was purchased from Addison Motors after the original rally, the car currently resides in Queensland.

My family decided that we would find the closest location to view the car and rally in South Australia. Today (Day 5 of the rally) was the day that the rally came through Pt Augusta on the way to Quorn. For a once in a lifetime opportunity, we drove an 8 hour round trip there and back to meet Carl, his navigator Peter and driver George and see the car along with all the other cars and competitors. The weather was terrible, but it was fabulous to see the cars arrive in Pt Augusta and then to see the Alfa Romeo up close, the car that my uncle drove over 50 years ago !!

It was fabulous, so wonderful to see it and to chat to Carl about his history with the car and what it means to him along with meeting the family of the original driver, it was clearly very special to him. The car is still extremely original, so we got a good feel for how it was back in its heyday, no FIA approved winged seats, harnesses or HANS devices being used.

If you are interested, there is a book on the original London to Sydney Marathon titled "Race Across the World" by John Smailes which documents the rally and all the fun and trials.

Written by Gillian Farnden, Stewart McLeod's niece.



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The last word...

So, another year is coming to an end. There is a lot happening over the next month or two and, importantly for Walkerville All Cars Club, our AGM on December 14. The event will be catered as always. **We will need to know numbers for that purpose.**

Following this newsletter, you will find some notes on AGM proceedings along with the minutes of last year's AGM. Please take the time to read these. This is your club and you can make it even better in 2023.

Looking forward to catching up on 14th December.

Your 'to do' list:

1. If attending the AGM and you want supper, notify Bob Nason. President@wacc.asn.au or 0409676649.
2. If you will be an apology, we need to know that too. Please notify Steven Rowe secretary@wacc.asn.au

Until next month.

Fran

editor@wacc.asn.au

The WACC Inc. AGM and Governance Roles

Do you have, or know other members who have the following attributes. If so, either nominate yourself or another for any of the roles below. We need you for 2023 and this is your last opportunity to nominate. Please complete the form provided and return to the Secretary WACC Inc (Returning Officer) for the AGM elections.

Role of the President (Chair)

Charged with providing leadership and direction to the committee, the President is responsible for ensuring that the committee fulfils its responsibilities for the governance and success of the WACC Inc. referred to as the club, herein. The Presidents is the spokesperson and works to maintain key relationships within and outside the committee.

Role of the Treasurer

The Treasurer is responsible for the financial supervision of the club to allow the committee to provide good governance. The Treasurer is the chief financial management officer whose tasks include the preparation of annual budgets, planning for the organisations financial future and monitoring the organisations revenue and expenditure. It is desirable that the treasurer is well organized and possesses a level of financial expertise.

Role of Secretary

The Secretary is responsible for the documentation and communication of the activities of the club and shall be the Public Officer of the club. The secretary is the primary administration officer of the club and provides the links between the committee, members and outside bodies. The Secretary should be a good communicator, maintain confidentiality on relevant matters and have the ability to delegate tasks and supervise others. Amongst the Secretary's tasks are to prepare agendas, control and distribute minutes, receive and disseminate correspondence to and from the committee and members as necessary.

The AGM and Committee Roles

- Vice President
- Assistant Treasurer
- Membership Officer
- Competition Secretary
- Public Relations Officer
- Social Committee
- MA Delegates and Proxy Delegates (State Council and Panels)

The AGM and Sub-Committee Roles

- Walky Park Maintenance (plant and equipment, security and Track Grading)
- Walky Park Development (Project Management and implementation)
- Rally Directors (SARC)

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| NOMINATION FOR COMMITTEE | |
| I WOULD LIKE TO NOMINATE | _____ FOR |
| THE POSITION OF | _____ FOR 2023 |
| SIGNED _____ | SECONDED _____ |
| PERSON NOMINATED | _____ |



Minutes of the Annual General Meeting

Held on the 8th of December, 2021
Walkerville RSL Hall, Walkerville Tce., Walkerville

Meeting Opened:

7:50pm by Adrian Ward.
Members were welcomed to the Annual General Meeting of the Walkerville All Cars Club. The Club's outgoing committee for 2021 were thanked for their efforts throughout the year.

Present:

Members were present as per the club's attendance book.

Apologies:

- Rina Alker
- Brenton Alker
- Gavin Fowler
- Geoff Kohlberg
- Ann Calver
- Rod Calver
- Colin Pettigrew
- Sam Bird
- Adrian Shepherd
- Cynthia Rizonico
- Chris Rizonico

Approval of Previous Minutes:

Moved: Bob Nason
2nd: Scott Atkinson
Carried unanimously.

| | |
|------------------------------------|--|
| <p>Election of Office Bearers:</p> | <p>The Chairperson confirmed that all committee positions had been declared vacant and open for nomination.</p> <p>Nominations were made for the following roles:</p> <p>Patron Ivar Stanelis President Bob Nason Vice-President Jake Alker Secretary Steve Rowe Treasurer Peter Tann Assistant Treasurer Faye Barker Membership Officer Steve Barker Minute Secretary Jake Alker MA State Council Rep Steven Rowe MA State Council Proxy Peter Tann Editor Fran Tann Public Relations Officer Damien Rollond Competition Secretary Tamara Bryce General Committee Andrew Farnden</p> <p style="text-align: right;">Greta Nason Andrew Gleeson</p> <p>Motion: <i>That the above nominated members form the 2021 WACC Committee.</i> <i>Carried unanimously.</i></p> |
| <p>Fees</p> | <p>The outgoing committee recommended that the fees for 2022 remain the same as 2021.</p> <p>Motion: <i>That the membership fees for 2022 remain the same as in 2021.</i> <i>Carried Unanimously.</i></p> |
| | |
| <p>Trustees</p> | <p>The Club Constitution requires six (6) Trustees. They are listed as the President, Secretary, and Treasurer, plus three further members nominated to the AGM.</p> <p>Namely: President Bob Nason Secretary Steve Rowe Treasurer Peter Tann Nominated Trustees: Greta Nason</p> <p style="text-align: right;">Rod Calver Ian Kidsley</p> <p>Motion: <i>That the above nominees become club trustees for 2022.</i> <i>Carried Unanimously.</i></p> |
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|----------------------|---|
| Motorsport Australia | <p>The committee recommended to the meeting that the club re-affiliate with Motorsport Australia for 2022.</p> <p>Motion: That the WACC reaffiliate with Motorsport Australia for 2022. <i>Carried unanimously.</i></p> |
| | |
| Meeting Closed: | <p>7:58pm</p> <p>The chairperson thanked the club's outgoing and incoming committees. Members were also thanked for their attendance, and wished well for 2022. Thanks also to Adrian Ward for chairing the Annual General Meeting.</p> |