

# THE CARRIER PIGEON

BULLETIN OF  
BALLINA CLASSIC VEHICLE CLUB INC.



*Celebrating the Spirit of Classic Motoring*



Michael Archer with his 1947 Jaguar Mk 4 –  
The People's Choice winner of our 2025 Show & Shine

SUMMER | 2025/2026 | EDITION 415



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## FROM THE EDITOR'S DESK

Welcome to another issue of the Ballina Classic Vehicle Club Newsletter, where we celebrate our members, their vehicles, and the community spirit that keeps our club running strong!

This edition features inspiring stories and highlights from across the club, including our President's Report, and profiles of new Life Members David Felsch and Russell Kelly, both long-time contributors whose dedication continues to shape the club.

You'll also meet enthusiastic members such as Aaron Middleton, who's restoring family classics, and Dennis Atti-Singh, who shares the remarkable history of his 1903 Mitchell.

We've captured all the excitement from the BCVC Show & Shine, including Mark Prowse's unique People's Choice Trophy design, the Show & Shine winner Michael Archer and our club's presence at the Iluka Community Mermaid Festival Show & Shine.

Plus, enjoy our regular favourites — the First Car story, Iluka Run report by Liz Key, and a bit of fun with Trivia and a Joke to wrap things up.

Happy motoring,  
The Editor



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## PRESIDENT'S MESSAGE – IAN CUMMINS

As we move through another busy year of events, restorations, and runs, it's clear that the world of classic motoring continues to evolve - both in our club and across Australia.

Many of us have watched the market shift over time, but a recent overview of the Classic Car Market in 2025 provides an especially interesting snapshot of where things are heading, particularly for enthusiasts aged 55 and over - a group that forms the heart of our membership.

According to the report, Australia's classic car scene is undergoing a generational transition. While many long-time collectors and restorers remain deeply involved, some are beginning to simplify collections or refocus priorities. For most, the connection is still emotional rather than financial - it's about nostalgia, craftsmanship, and community rather than profit.

Vehicles from the 1920s to 1950s are showing the steepest decline in market value and interest, largely due to the practicalities of upkeep and usability. Cars from the 1960s and 1970s — the era of the Aussie icons like the Monaro, Falcon GT, and Charger - remain popular, though values have softened slightly. Meanwhile, newer "modern classics" from the 1980s through 2000s are



*President Ian with wife Anne*

becoming the entry point for younger enthusiasts, who bring different tastes and digital know-how to the scene.

The report also highlighted the rise of DIY restoration,

sympathetic upgrades, and even EV conversions, as well as the continued popularity of historic registration schemes - something clubs like ours continue to support and manage responsibly.

Perhaps the most relevant takeaway for us is that clubs are now more important than ever. As members age, the transfer of knowledge, skills, and stories to younger generations becomes vital. Events that combine social connection with driving experiences - not just static displays - are helping bridge the generational gap.

It's fair to say that many of us have probably reached the same conclusions over the years, but it's fascinating to see these trends confirmed so clearly. Whatever the market does, one thing remains constant - our shared passion for preserving, driving, and enjoying these vehicles.

Let me know your thoughts next time we catch up at an event - I'd love to hear your perspective on how the classic car world is changing.

Best wishes, Ian.

## RUSSELL KELLY'S CLASSIC CAR JOURNEY EARNS HIM THE CLUB'S HIGHEST HONOUR — LIFE MEMBERSHIP.



The Ballina Classic Vehicle Club has a proud tradition of recognising those who go above and beyond. This year, Treasurer Russell Kelly has been awarded Life Membership, an honour that reflects his years of commitment and steady contribution to the club.

Russell's love of cars began early. "I was always interested since my first car, a 1962 Mini 850, at age 15," he recalls. "I've always liked original cars more than modified ones."

He joined the Ballina Classic Vehicle Club in 2015, initially drawn in, he admits, by "the lure of cheap rego and no stamp duty." But what began as a practical decision quickly grew into much more. Over time, he found himself surrounded by a group of like-

minded enthusiasts who shared his passion for preserving motoring history.

"I've seen the club evolve from people just looking for cheap registration to people with a genuine interest in preserving classic cars," Russell says. "The current group are a great bunch and a pleasure to be around."

Through the years, Russell has owned around 20 classic cars, with his all-time favourite being a 1967 Mustang Fastback, which he reluctantly sold in 2013.

When asked about the best memories from his time in the club, Russell doesn't hesitate: "The President's Runs are always fun with great cars, great company."

Being awarded Life Membership, he says, is "a great and unexpected honour."



the club continue to evolve and bring in a younger generation while keeping the old timers active.”

When it comes to advice for new members, Russell’s is simple: “Take part in your club. Participate in events, meetings, and even executive positions. That’s how you get the most out of it.”

He’s quick to share credit too. “All the current members are fantastic,” he says. “But Santo Pennisi deserves special mention. Without his unwavering dedication, the club would have folded or be very different today.”

For Russell, the most rewarding part of his time in the Ballina Classic Vehicle Club has been the friendships formed along the way.

As Treasurer, Russell has played a key role in keeping the club running smoothly, ensuring that the books balance.

He takes pride in the fact that the Ballina Classic Vehicle Club “follows the rules and recognises it’s a privilege to take advantage of the Historic Vehicle Registration Scheme.”

Russell has seen plenty of change over the years, both in the club and the cars themselves. “The vehicles are getting newer and the members older,” he jokes. Still, he’s optimistic about the future and believes the key lies in encouraging younger enthusiasts to get involved. “I hope to see



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## A LIFE MEMBER WITH HEART, HUMOUR, AND HISTORY

The Ballina Classic Vehicle Club has awarded Life Membership to David Felsch, who has offered a frank and thoughtful reflection on his journey with the club, his family's connection to historic motoring, and his hopes for the future of the organisation.

David admits his entry into the club came under practical circumstances rather than passion.

“When my dad died, he left me with historic cars that needed to be registered with a club,” he said. “I wasn't actually interested in the club at first.”

Since joining, David has watched gradual shifts in the club's makeup.

“Over the years, the cars have got

newer — probably not the aim of a historic car club,” he observed.

One of his most cherished memories is the 2012 President's Run to Glen Innes, which he recalls as his father's final event as Club President. The day remains a meaningful touchstone for David's connection to the BCVC.

Although he appreciates all eras of motoring, David has a soft spot for more modern classics.

“Even though we all love cars, our tastes differ — some like vintage, some prefer modern classics. I appreciate them all, but I love 1980s technology,” he said.

Receiving Life Membership was an unexpected honour.

“I consider the award the biggest honour - I don't know what I did





to deserve it,” he said modestly.

David believes the club’s enduring strength lies in its membership.

“The stable membership with reliable, dedicated people for the preservation of history makes the club special.”

His advice to newer and younger members is delivered with humour and honesty.

“Draw on the knowledge of the older members. Funny how we think we know it all when we’re young – and actually get dumber.”

On a lighter note, David admits one of the most rewarding aspects of membership is the practical benefit:

“Cheap rego,” he joked although it’s clear the friendships and shared experiences mean just as much.

He also singled out Cedric for praise. “I have enjoyed Cedric’s

contribution as a caring and compassionate member when it comes to member welfare. He has impressed me.”

Looking ahead, David believes clubs like BCVC now play a more important role than ever.

“With the changing auto industry – EVs and so on – we need clubs to preserve our history,” he said.

David’s reflections – honest, humble, and touched with humour – remind us why Life Membership remains one of the highest honours.



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## NO CONVOY, NO WORRIES: A PERFECT DAY OUT IN ILUKA

*By Liz Keys*

It was a beautiful morning, and as I lay supine on the lounge with one foot dangling up in the air against the back of the lounge, Bruce joyfully told me it was time for the Iluka club run. Now, Iluka is my favourite Northern Rivers town, so I was keen to go. I knew it would be difficult as I had a torn ligament from my little accident at my son's unit, where the nice real estate agent ended up carrying me inside and wrapping my ankle in a yellow Koolpop and tea towel (all he could find). I must admit the disgusting snapping noise when I fell had me thinking I would see my ankle bone hanging out, but luckily it was just a ligament I think... anyway that is another story....

I limped to Reggie Reek, Bruce's 1976 tiger mica (gold colour) Purvis Eureka, ready for excitement. Bruce was keen.

We got to the West Tower in Ballina early, where we spent half hour or so chatting to admirers and having our photo taken. I would have gotten out of the car but it was a bit difficult. Lennox Head car club was having a day at Broadwater we were told, so we expected to see several cars on the



road. However, we saw none.

We waited for the Ballina Club members to arrive. Then we waited some more. And more.... Finally, we left at 10.03 (we gave the stragglers an extra 3 minutes in

case they were stuck in traffic).

It looked like we were the only car going... lucky I had agreed to go on the drive or Bruce would have been very lonely by himself. Not to be deterred, we settled in for a lovely drive the back way through Woodburn. We really only went that way so I could get a cream horn from Wurlitzer Bakery at Woodburn. I was not disappointed, it was up to its usual delectable standards. We sat at a café for a coffee and tea. We noticed that in Woodburn on a Sunday all of the shops and cafes are staffed by very young people, I expect they don't cost as much for wages. However, I was surprised that one sweet girl thought black tea was a long black.... Not quite the same thing....

The drive to Iluka was smooth, the clouds had all gone and it was very warm weather, the wattle was all coming out





and looked very pretty (sorry about the hayfever Bruce). We drove through Iluka to the marina where we looked at the lovely assortment of watercraft there. One of the big houseboats has “for sale or swap” on it. I did wonder if we could swap Bruce’s black rat-reek for it but then we decided against offering it as the houseboat was too big to fit in the garage.

Lunch was at the Iluka Bowling Club – I was starting to wonder if we had body odour as, not only did no one turn up for the drive, but the restaurant was absolutely empty except for Bruce and I. I pondered on whether we

were missing some wonderful event somewhere else, which could be why no one was around, obviously we hadn’t got the memo.

The Chinese food was very yummy and piping hot. Definitely worth the trip down, I even got to take some home in a container for “Ron”.

We drove back up the highway just to mix it up a bit, there wasn’t too much traffic and we made good time. We farewelled all our friends, (just kidding – they never showed) and got home around two pm. It was a really nice day and I’m sorry you all missed it.

## ILUKA MERMAID FESTIVAL



## YOUNG MEMBER SPOTLIGHT – AARON MIDDLETON

“I come from a long line of car enthusiasts,” says Aaron. “My grandfather owned one of the first garages in Ballina – Mountfields Garage. My nana grew up in the garage and followed car racing all her life. Pop did some amateur rallying, collected cars and old engines, and my dad is a mechanic – so being surrounded by car lovers, my interest followed.”



a 1992 Subaru Brumby ute he’s restoring body and mechanical “to its former glory.” The Brumby is his favourite: “They were quite a unique vehicle in its time.”

Hands-on work is part of the fun, with a big assist from his dad. “Dad shows me what to do and does some of the mechanical for me. He worked on these when they were current models.” Tracking down parts can be tricky: “Finding ute parts that aren’t rusty or totally worn out is a challenge, because they were work utes. But Dad’s been a mechanic since 1981 and has plenty of contacts, and Mum’s got a keen eye at swap meets, so I manage to find what I need.”

Aaron’s connection to the Ballina Classic Vehicle Club is a family affair. “Mum and Dad are members of the Club and classics are what I’m interested in,” he says. “It becomes a family day out on a club day.” He laughs that he’s drawn to the same cars older members love “but Dad’s daily drive is a cool old car from the ’90s.”

Beyond his everyday car, Aaron has two standouts: a 1994 Hilux 2x4, originally his Pop’s ute and now returned to original condition, and

The club welcome has been warm. “I’m always warmly welcomed to the meetings (even offered a beer at the last meeting) and I enjoy talking to other car enthusiasts.”



## A TROPHY WITH MEANING: MARK PROWSE'S 2025 PEOPLE'S CHOICE DESIGN

**Every** good trophy tells a story — and this year's Ballina Classic Vehicle Club People's Choice Award has one that runs far deeper than polished metal and shine.

Designed and hand-crafted by club member Mark Prowse, the 2025 trophy is a true reflection of the passion, precision, and personality that define the classic motoring community.

Mark didn't just want to make something that looked good — he wanted a design that spoke to what makes the club special. "Every part of it means something," he explained.

The waxed black colour represents the internal combustion engine — the beating heart of every classic car. The shape at the top of the trophy echoes the varied lines and curves of the club's many member vehicles, from sedans to sports cars.

On the left-hand side, there's a 5-degree cut, symbolising five degrees before top dead centre — a subtle nod to engine timing, precision, and the fine tuning that keeps our machines running perfectly.



A polished stainless-steel rod pays tribute to spoked and wire wheels, while the solid brass plaques and screws remind us that genuine craftsmanship matters — "our vehicles have solid brass somewhere, not brass-plated," Mark notes proudly.

Perhaps the most personal touch of all is the green spanner that forms part of the design. The green is original British Racing Green, taken straight from the Duco of Mark's own Triumph TR3A,

The result is a striking and meaningful piece that perfectly captures what the People's Choice Award is all about — passion.



2025  
SHOW  
SHIP





2025  
DOWN  
LINE



## THE STORY BEHIND MICHAEL ARCHER'S AWARD-WINNING JAGUAR

Among the many gleaming vehicles at this year's Ballina Classic Vehicle Club Show & Shine, one car stood out for both its elegance and its history — Michael Archer's 1947 Jaguar Mk 4, winner of the People's Choice Award.

"There were some great classic vehicles at the show," Michael said. "So it was an achievement to win out of all those cars."

The Jaguar has been in Michael's family for decades. "It's a 1947 Mk 4 Jaguar," he explained. "It's special because Dad restored it beautifully."

Michael has owned the car for about five years, having inherited it after his father, Norm Archer, completed a full restoration. "My father restored the car inside and out, from a shell to what it is now, and passed it down to me," Michael said. "He had it on the road for approximately 20 years before me."

The result is a true family treasure. "We love that it's old and can still be driven on the road," Michael said. "It's a head-turner, and we enjoy taking it on outings."

The Jaguar attracts plenty of attention wherever it goes.

"People love the old Jag and the stories about how it was restored," he said. "They love the big headlights and the attention to detail inside the vehicle."

Winning at the Show & Shine was a surprise. "We didn't expect to win it, but it's a



*BCVC President Ian Cummins presents the 2025 Show & Shine People's Choice Award to Michael Archer with his 1947 Jaguar Mk 4.*



great recognition for a beautiful car and we're grateful for the win."

Michael attends a few select car shows close to home and says the Jag is his main pride and joy. "I'm currently restoring a 1982 WB Holden ute," he added, showing that the restoration passion runs strong.

One of his favourite memories with the Jaguar is deeply personal.

"It was used for our wedding car and is in a lot of our wedding photos," he said. "Dad was the driver!"

As a proud member of the Ballina Classic Vehicle Club, Michael says the camaraderie is what makes it special. "It's great to be among like-minded enthusiasts."

**Ballina Classic Vehicle Club would like to thank Meguiar's for its support of our Show & Shine**



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Australian Car Engine Trivia – Answers  
 1. 2.5 litres (158 cubic inches) 2. 255 cu in (4.2L) and 308 cu in (5.0L) 3. Cleveland 351 V8 4. Triple Weber carburetors 5. 300hp at the flywheel 6. 1970 7. Improved cylinder heads with cross-flow design and stronger internals 8. Limited-slip differential 9. 91:1 ratio 9. 2 valves per cylinder 10. Holden Monaro GTS 11. Cross-flow cylinder heads 12. 10.5:1 13. Increase high-RPM performance and airflow for racing 14. Bore 96.8 mm. Stroke 84.1 mm 15. Triple Weber 45 DCOE carburetors

## THE 1903 MITCHELL — A RARE FIND WITH A REMARKABLE STORY

When tow truck owner Dennis Atta-Singh went to make a delivery to Wongawallan in Queensland last year, he noticed an old car sitting on a trailer that immediately caught his eye.

“I asked the owner’s son what the car was,” Dennis recalled. “He said, ‘It’s my dad’s car.’ So, I asked, ‘Does he want to sell it?’ He said he’d ring his dad for me but couldn’t get through, so I gave him my card and left it at that.”

The next day, Dennis, received a phone call from Allan Henry Mitchell, the car’s owner. Allan asked if Dennis was still interested. “Of course I was!” Dennis said. “We talked about what the car owed him, settled on a fair price, and he said, ‘The car is yours.’”

That car was none other than a 1903 Mitchell — a meticulously crafted buckboard that once spent more than a decade at the Pimpambar Museum. According to Allan, the museum had wanted to keep it but weren’t prepared to even “pump up the tyres or clean the dust off,”



so it was retrieved by his son and brought home.

The particular 1903 Mitchell now owned by Dennis was constructed in Mount Gambier, South Australia, between 1983 and 1985 by S. R. Haig. It took more than 1,500 hours to complete, using parts from four different cars and new rickshaw wheels imported from Thailand to match the original dimensions. Dennis said as far as he knew all parts were original apart from the tyres.

Haig, a skilled hobby engineer, painstakingly built the car in his own workshop. The brass lights and fittings, originally designed for carbide, have since been converted to electric to comply with modern road laws, and indicators have been fitted. It runs on a 175 cc twin engine, a design once used



by doctors in the late 1800s for rapid transport.

The car, affectionately known as “Mitch 1903,” was created as a tribute to Allan Henry Mitchell’s great-

great-great-great-uncle, Henry Mitchell, the pioneering craftsman who began the Mitchell legacy in America.

Dennis, who has been a member of Ballina Classic Vehicle Club for about six years, recently won first place in the vintage category at the North Coast Show and Shine with his Mitchell. Dennis says people love to come up and talk to him about it at



shows. “I love it,” he says.

He also owns several other vehicles, including a Mercedes EX46, a 1968 HT Holden, which he has owned for 48 years, a 1989 Toyota Corolla and a 1995

V8 Statesman. But the Mitchell is in a league of its own. Dennis says he would never sell it and hopes to leave it to his six-year-old grandson one day. “It’s special and a good thing to play with,” he adds with a smile.

Although officially retired, Dennis continues to work as a tow truck owner, staying active while keeping up with his passion for cars.

**LIFE MEMBERS:**

Santo Pennisi, John Mooney, Geoff Wiseman,  
David Felsch, Russell Kelly

**Ballina Classic Vehicle Club  
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Show & Shine**

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## MY FIRST CAR

By Di Vickery

**Y**ellow, Sensible, and Slightly Daggy

Every motoring story starts somewhere, and for Di Vickery, it began with a splash of canary yellow and a little fatherly persuasion. Her first car was a 1978 Holden Gemini, brand new, bright, and — in her words — “pretty daggy at the time but very sensible.”

At just 19 years old, Di walked into a Melbourne car yard and drove away in her first brand-new vehicle. The Gemini was a superseded model going cheap, and her dad was quick to point out what a practical deal it was. “Dad talked me into it — brand new, low maintenance, safe and a good deal,” she recalls.

But Di admits the Gemini wasn’t exactly her first choice. “I had \$2000 saved and really wanted to buy an LC Torana second-hand for the same amount,” she says. “Dad really wanted me to buy this brand-new Gemini for \$4000, and he offered to lend me the extra \$2000 — interest-free — to pay back with my apprenticeship wages at the time. I lost the argument and ended up with the canary-yellow Gemini, which was pretty daggy at the time but very sensible.”

Despite the colour, the Gemini proved to be a great companion — rear-wheel drive, economical, and easy to handle. It didn’t take



long before it earned the nickname “Canary”, a cheeky nod to its bold hue.

Di owned the Gemini for around four years, keeping it clean and original. “I never modified it,” she says. “It was a sensible car for a young girl — safe, tidy and practical.” Eventually, practicality gave way to adventure when Di decided to sell the Gemini to buy a share in a ski lodge at Mt Hotham. To make it happen, she traded down to a VW Beetle — “with bad brakes,” she adds with a grin.

Among her fondest memories is a drive through the Black Spur in Victoria with her brother, who taught her how to brake before a corner. “That trip stands out,” Di says. “It was one of those little life lessons that stayed with me.”

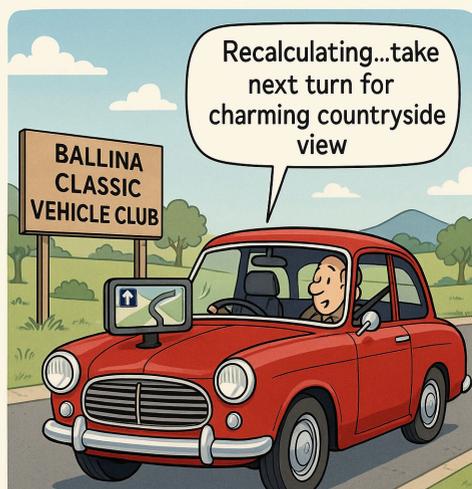
Looking back now, Di can laugh about her dad’s influence — and admits he was probably right. “It wasn’t the Torana I dreamed of,” she says, “but the Gemini was a great first car. Safe, reliable, and it got me everywhere I needed to go — even if it was bright yellow.”



## Australian Car Engine Trivia

1. What was the displacement (in cubic inches) of the Holden **Red Motor** six-cylinder engine introduced in 1963?
2. The **Holden V8** engine introduced in 1969 came in two main displacements. What were they?
3. Which high-performance Ford Falcon model in the early 1970s used the **Cleveland 351 V8** engine?
4. What type of induction system did the **Holden Torana GTR XU-1** use on its 3.0-litre straight-six engine?
5. The **Ford Falcon GT-HO Phase III** engine produced what advertised horsepower at the flywheel?
6. Chrysler Australia produced a **Hemi 265 V8** for the Valiant. In what year was this engine first introduced?
7. The Holden **Black Motor** was an evolution of the Red Motor. What major change distinguished it mechanically?
8. What was unique about the **Torana A9X's** rear axle and differential setup compared to standard Toranas?
9. Ford's **Cleveland V8** had a distinctive valve layout. How many valves per cylinder did it have?
10. The **Holden 5.0-litre V8** used in the Commodore SS was also used in which other iconic Holden model?
11. Which Holden engine was known for having **cross-flow cylinder heads** in the late 1960s?
12. What was the compression ratio of the **Valiant Charger R/T E49's 265 Hemi six-cylinder** engine?
13. The **Ford Boss 302** (Australian Falcon) had a special camshaft. What was its main design purpose?
14. The **Holden 308 V8** was often bored out for performance. What was its standard bore and stroke in millimetres?
15. What type of carburettor did the **XU-1 Torana 3.0-litre** six-cylinder use as standard from the factory?

Why don't classic cars ever get lost?  
Because even their GPS knows  
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# SEPTEMBER BREAKFAST



# OCTOBER BREAKFAST



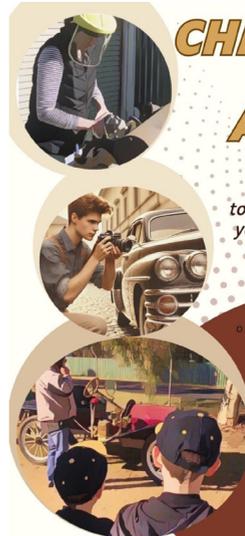
# ENCOURAGING YOUTH IN CLASSIC MOTORING

The Council of Heritage Motor Clubs (CHMC) NSW is inviting applications for the 2026 Youth Awards, open to young enthusiasts aged 10–30 who share a passion for classic and historic motoring.

Grants of up to \$2,000 are available for projects such as vehicle restoration, research, or creative work celebrating motoring heritage.

Entries open September 1 and close March 1, with winners announced in May 2026.

More info: [www.heritagemotoringcouncil.org.au](http://www.heritagemotoringcouncil.org.au) or email [secretary@heritagemotoringcouncil.org.au](mailto:secretary@heritagemotoringcouncil.org.au).



## CHMC NSW YOUTH AWARDS 2026

*to inspire and encourage young enthusiasts to be involved with historic vehicles*

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## NOVEMBER BREAKFAST





## Merry Christmas

*As the year draws to a close, we'd like to wish all our members and their families a joyful Christmas and a bright New Year.*

*Thank you for your friendship, enthusiasm, and support throughout the year – you make our club something truly special.*

*Stay safe, enjoy the holidays, and we look forward to seeing you – and your classics – on the road in 2026!*

*Merry Christmas and Happy Motoring!*

## DIARY DATES

**Ballina Classic Vehicle Club Monthly meetings are held at 7pm on the first Tuesday of every month at the Ballina RSL.**

**Our breakfasts are held on the first Saturday following our monthly meeting at 8am at various locations.**

**All members, visitors, and members of other car clubs welcome.**

December 5 Our Christmas Party –  
Che Bon 37/41 Cherry St, Ballina

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RESTAURANT

## OTHER EVENTS OF INTEREST

- November 2 Great North Rally - A charity cruise for the Impreza WRX Club raising money for Cystic Fibrosis NSW. <https://wrx.org.au/event-6265711>
- November 13–15 Thunderbolt Run: Power Meets Paradise A 3-day, 2-night luxury car rally from the Gold Coast to Byron Bay. <https://www.thunderboltrun.com.au/supercar-luxury-car-events/goldcoast-byronbay-nov-2025>
- February 14-15 Walcha Antique Machinery and Truck Show
- February 22 North Coast Show and Shine Ballina Jockey Club - A family and enthusiast event with historic and modern vehicle displays, food, music, and children's rides.

## IMPORTANT INFORMATION FOR REGISTERING YOUR VEHICLE

### Registrations will be held:

December 2 – Vehicle Registration – Ballina RSL – Dec 2  
(at monthly meeting & 9.00 – December 14 – 9 am - 11.30 am  
Ballina RSL.

**Please Bring with you!** Rego Cert & Current RWC or Pink Slip, Historic Vehicles Registration Form and BCVC Rego and RMS Declaration forms (Attached on our Website under Resources/ Membership forms).

BCVC Rego and RMS Declaration

<https://ballinaclassics.com/wp-content/uploads/2019/09/BCVC-REGO-and-RMS-Declaration.pdf>

Historic Vehicle Declaration

<https://ballinaclassics.com/wp-content/uploads/2019/09/45070967-historic-vehicle-declaration.pdf>

Membership: \$50 Club Registration fee \$15 per vehicle  
(capped at three vehicles \$45). **Cash only.**

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