



CROSS FLOW

BENDIGO CAR CLUB
(BCC)

2017, Issue 3

April 2017

Presidents Report

Club members we have a busy April and will need a lot of help with officials. We have HRA Rally-sprints, Sale yard dash V.C.A.S. and Rover Scouts, so contact somebody if you can help.

Hopefully the toilets will be finished when you

read this. I haven't spoken to Tom yet but last time I spoke to him he said they should be finished in time.

Club members when you compete anywhere make sure your equipment is up to date : ie seat belts and fire extinguisher oth-

erwise you might not be allowed to compete. See you at the club meeting

Mick Elvey



Behind the Screen



Hi Readers and welcome to another month. Thank you for the support that we've had with the revised Cross Flow magazine. It has been great to have some reports and info given to us to publish. If you have anything you would like to add please feel free to email us at tcj.castle@bigpond.com

April will be a busy month with the Sale Yards Dash at the Bendigo Livestock Exchange. The event is always a good display of Motorkhana action so be sure to get your entry in early to avoid missing out. The committee has decided not to continue with the car show at this event, but feel free to display your car on the day. Later in the month we have the VCAS event which show cases the driving talent from around the region.

Thank you again to Richard Opie and his team at Bendigo Mazda who this month supplied a new water pump free of charge for the club Mazda 121 junior car, thanks to Peter Hardiman for fitting this and to Innes Motors for transporting the car back to Bendigo for repairs. The club Pulsar, Excel and Mazda are now ready for competition. Roger Hall is giving the club Gemini a going over presently and that will soon be available while the club Corolla has been sold.

Until next month, keep motoring along. Keep and eye out in the Easter Procession for our club members transporting the Mayor and Citizens of the Year!

Behind the Screen,

Craig Hardiman



Upcoming Events:

6th April

BCC General Meeting
Maiden Gully

15th April

BCC Easter
Sale Yards Dash

23rd April

Autocross
VCAS Round

6th May (Sat)

Twilight Khanacross /
Motorkhana

BCC General Meetings are held on the 1st Thursday of each month from 8pm at our Maiden Gully Club Rooms



Coilovers, Spring Platforms, Corner Weights and Ride Height by Robert Andre

Coilover dampers and adjustable spring platforms allow the vehicles ride height to be altered, perfect for a slammed stance or jacked up ready for a safari rally.

Adjusting the height of the coilover spring platform also allows the corner weights of a vehicle to be adjusted more evenly. This is for ideal getting better weight distribution side to side, front to rear and diagonally. Very handy if you have a large driver sitting to one side of the vehicle!

The down side to all this adjustability, apart from setting everything up incorrectly, is that it can have an adverse effect of uneven spring 'preload'. Spring preload is the amount of compressed tension placed on a spring. Having spring preload determined by the spring platform height to suit a certain ride height/corner weighting means that the desired amount of droop might be limited or excessive. Another side effect is preload can also be different from side to side, creating an asymmetric characteristic across an axle line.

So how does this effect the average club racer? It probably isn't enough to warrant much thought for the average guy, especially considering the constraints of what is commercially available, but here are a few tricks that can be implemented to improve the situation if time is your friend.

Some modern aftermarket coilover struts and dampers such as those available for popular Nissan drift cars have a feature called 'base height adjustable'. This means that the coilover unit has a fully threaded body that allows the unit to be screwed into the bottom (or top) section featuring the attachment mount. This allows the spring platform to be adjusted for the desired amount droop (ALWAYS WITH SPRING PRELOAD) and then ride height is adjusted at the attachment mount separately by screwing that adjustment point independently. Formula cars with inboard shocks alter ride height by adjusting the push rod or pull rod length. If 'base height adjustable' coilovers aren't available or readily adaptable, another option is to place shims under (or on top of) the mounts such as between a strut top and chassis. This will allow the ride height and corner weights to be adjusted by spacer shims, allowing the spring preload to be set up separately and evenly.

So how much droop do we ideally want when setting up spring preload? This depends on lots of factors such as: is the car FWD or RWD, open diff or locker, ride height spring 'squish', asphalt or gravel etc. etc. Generally for rally cars having lots of droop to keep tyres in contact with the ground on is ideal. Having the spring captive with a minimum of 1mm preload (springs not flopping about when the car is jacked up) will allow the spring to push the tyre to the ground when partially unloaded. On the flip side, some formula cars run zero droop on the front as this has unique effect of keeping weight transfer on the inside rear wheel, though this is rather particular to smooth tracks and other setup and chassis characteristics. Gokarts are the opposite in that they have a full spool rear axle and unload the inside rear tyre (through dynamic weight transfer and chassis flex) to avoid understeer, so in some cases limiting rear droop with a spooled diff in a car can help reduce understeer in a similar fashion.

As a side note, ride height is critical in aerodynamic formula/closed wheel race cars, to the point that corner weighting is often of secondary importance, though it is rare to have to compromise due to amount of chassis adjustment in such cars. At 300km/h you want the aerodynamics to be doing their thing, just ask Mark Webber.

Corner weights should be setup as evenly as possible, with bias given to getting the front axle as even as possible. The rear axle can be compromised to get the front even and this is done by adjusting the diagonals. Ride height should be approximately level or with a slight bias to the front to assist aero and turn in response.





Club Member of the Month

Name: Peter Valentine. (AKA Sam the Eagle)

Occupation: Mechanical services plumber. (Keep you hot or cold)

Years in BCC: it is 26 years, time flies when you're having fun!

Type of Motorsport you follow: NASCAR and circuit racing

Favorite Venue Raced at: Sandown Park Raceway

Vehicles of Interest you own: . '89 Corvette convertible, '88 Chevy C1500 pickup, 1976 chev pickup aka yellow peril, (yes it still goes) and a '76 Yamaha IT400.

Best Motorsport Memory: Sitting in the grandstand at the Daytona 500 with 140,000 other rednecks and watching all hell break loose as the two front finishing cars crossed the line 300mm apart while cars behind crashed and the eight placed car crossed the line on its roof.

Vehicle you would like to own: Hard to pick but between a new Corvette ZR1 and a Tesla. I am an old fashioned V8 lover but electric is the way of the future.

Favourite Racing Driver: Kyle Busch from NASCAR, Broke both legs at first race for year, rehabilitated, sat out part of the season then came back and won the title. In Australia has to be Craig Lowndes. Having seen most of the drivers from a scrutineering side he is the most humble genuine down to earth person you could meet. While the others have the ability to be where they are, there are some that have a persona away from the public that is not indicative of their image. (Read that as a#%&*# holes)

Before you finish racing you'd like to: Do a hot lap around the Nurburgring circuit. **Best Motorsport Achievement:** Hasn't happened yet



*Peter Valentine
with his toys*



Feature Vehicle of the Month

Type of Vehicle: 1989 Chevrolet Corvette convertible.

How long have you had it: Bought from a dealer in Queensland that imported it from the auctions in Japan, 14 years ago. Originally from Guaranty Chevrolet in Santa Anna California. I have the original build sheet for it and the windscreen dealer card.

Any modifications: Has been converted (by me) from left to right hand drive. Engine has minor upgrades but basically stock. Suspension upgraded.

What events is it used for: Has been used at the saleyards dash, but chronically understeers, (more likely driver rather than car induced) Otherwise it is just brought out in good weather and used on a good section of road to put a smile back on your face and forget about the world for a while.

Best result: Probably when it was used to chauffeur a friend's daughter to her graduation ball in front of all her peers.

Future plans: Upgrade motor with a bit more horsepower, (can never have enough!)

If you didn't have this you'd have: Too many choices, either way it would be some ill handling American muscle! Yes they just go fast in a straight line but that suits my ability plus those types of cars have a soul you don't find in new vehicles.

Peter Valentine





Congratulations

Congratulations to Michael Flynn who came 3rd in the VCAS Series for the 2016 year competing in the junior series. Well done Michael !



If you have any old motorsport DVD's for entertainment for after club meetings, we would appreciate your donation



BCC Club Membership Renewals

Any future club membership renewals will only be able to be done at the monthly General Meetings, renewals will no longer be accepted at pre-event check-in at BCC events. Membership renewals will only be accepted if a Membership Renewal Form is accompanied by the relevant fees, forms will be sent out with the May Cross flow, they will/can be found on the club website and a limited number of forms will be at General Meetings.

Other arrangements can be made with prior approval of the membership secretary.



Membership fees for the Bendigo Car Club are as follows:

Full Membership Adult \$90.00

Junior Membership \$40.00

Family Membership is One Full Membership plus \$30 for each extra Family Member



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Contact CAMS on 03 9593 7777



Pete's GP Adventure

I returned again for the fifth time to volunteer at the grand prix, despite the fact that I usually promise myself on the Sunday night of the GP that this is the last time I will do it. (My legs and knees have had enough by Friday night due to the amount of walking that you do).

After leaving Geelong by train, where I stayed at my sister in laws, at 5.58am Thursday I arrived at the scrutiny tent already sweating profusely to be met by Leslie who smiled and said check out your allocation. For some strange reason I had been elevated to line chief for the V8 supercars. With a team of seven other scrutineers this turned out to be a very rewarding job as I actually didn't have to do any hard work just delegate. Thursday's proceedings went well and we completed all tasks that we needed to do for the weekend so that left us with an easy run. Rookie mistake number one.

That day was practice and four quick fire qualifying sessions to establish starting positions for each of the four races over the weekend. After going out to tea with friends I managed to make it from St Kilda road to Southern Cross station with 30 seconds to spare and arrived back in Geelong just after 10.00pm.

"I returned again for the fifth time to volunteer at the grand prix, despite the fact that I usually promise myself on the Sunday night of the GP that this is the last time I will do it"

Friday was another early start and two races, with the result of four accident reports in amongst making sure that we had the right team at the weighbridge to check for wheelbase track and correct weight. Then it was just Parc Ferme until the data is downloaded from each car. Thank goodness it was not a championship round as I think we would have been much busier. I will know next time not to make light of having an easy weekend.

Saturday and Sunday were a lot less stressful as there were no accidents, (it's only an accident if you can't drive the car back to the pit!) Probably the biggest downer of the weekend is the amount of walking that you do and the fact that one race each day means you have a lot of hurry up and wait time.

Overall I can say that the weekend was really a joy to participate in and I feel very lucky that this job was trusted to me. One of my team members was a Sri Lankan who was here for this event and the previous weekends Phillip Island historic's. He was going home on the Monday to get ready to compete in his clubs hillclimb race. He showed me photo's of the track set high in the steep slopes of a tea plantation, certainly more spectacular than the dry bush of Mt Tarrengower. We also received a few other international officials after their stint on the historic's was over.

The contingency of officials was down this year to 900 people. Included in these were 64 internationals with 24 as first timers. The biggest group was from Singapore with 36, the next biggest was United Kingdom with 6. There were 17 countries represented overall. 34 volunteers have worked all 32 AGP's since 1985 in Adelaide. My team also had people from NSW and WA.

As for the main race, well you all know me and I couldn't give two S___ about F1 so hopefully you watched the race on TV and know the result. I was on my way out of the circuit and home as soon as I could, walking in the front door just as flower petal or whatever his name is was being presented with his due spoils. Oh by the way, name drop, Jean Todt boss of FIA walked by and visited DJR Penske but for some reason didn't acknowledge me.

Thanks for reading this far. Peter Valentine.





Adams Eddington Sprints Experience

On the 25th of March I competed in the 2017 Eddington Sprints and this was my first historic event. The event is a ¼ mile (402.336m) one car/ bike at a time. This year there were 108 cars and 26 motor-bikes / sidecars. The range of cars was a Chevy stingray to a Ford Transit and a 360cc Honda Scamp as shown below.

I got 4 goes down the track. My first run was a 29.3s., I had trouble getting into 3rd gear but I learned and improved as the day went on. My second run was a full .2 of a second faster with a 29.1. Again had a bit of trouble getting into 3rd. I was really hoping this was the last time. My third run was my fastest run but still 6.5 seconds off the factory time with a 28.5. This time I finally got into 3rd good but once I got to 70km/h the engine didn't have enough fuel going through so it was spluttering. My 4th and final run was the slowest and the only person to go slower than 30sec with a 30.1.

It was a really great day not a single person came up to me and criticized me, everyone who came up to me congratulated me. I really recommend people who are over the age of 12 to get in and have a go at anything. You never know what you can do if you don't try. For all those who are wondering I got most improved junior for the day.

Thanks Adam Button

"I really recommend people who are over the age of 12 to get in and have a go at anything. You never know what you can do if you don't try"



Eddington Sprints — Mick Elvey

It's not one of our events but we did run it this year. Chris Hume and myself ran a great event with amazing help from Rob Andre, Rod Martin who had to leave pass thanks Rod and Daniel Rossi for trying to round up competitors it's like pulling your hair out ask the boys. Craig Button also helped with scrutineering then spent time with Adam who also competed, a chip of the old block a trophy hunter like his old man. Adam won a trophy on his first go at the sprints. The Honda scamp fly through the finish line at 55 kmph with a tail wind. Great job Adam.

Easter Sale Yards Dash — Mick Elvey

Help Required—At this stage Kevin Symons, Pete Valentine and Mick Elvey will be competing so I need somebody to pick up all the equipment for the event.

2 brooms, sawdust, kitty litter and 2 rolls of webbing in a caravan at Jims place.

Bagshot.. 10 star posts & driver, 3 fire extinguishers (1 foam 2 powder), vests (officials) stop watches, witches hats, 30 safety barriers maybe 20 from coats hire. Sale yard signs disclaimer signs motor sport in progress signs and 2 shelters(1 big 1 small)

If we can't get somebody to pick these up the event will not go ahead.



PO Box 361
Bendigo Vic 3552

www.bendigocarclub.com.au

BCC Contact List

The Bendigo Car Club is a multi-disciplined motorsport club that gives its members the opportunity to compete in a wide range of activities. Below is a list of members who can be contacted in regard to specific disciplines of motorsport.

Event Type	Contact
Motorkhana	Brian Shanahan
Khanacross / Autocross	Mick Elvey
Rally	Murray MacKenzie / Tony Moore
Off Road	Craig Button / Jim Coombs / Ken Holt
Bitumen Sprints / Circuit	David Dixon / Roger Hall
Officiating	Peter Valentine / Lesley Smart
Vic Roads Club Permit Scheme	Craig Button / Mick Elvey / John Orr



Bendigo Car
Club

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FUN FACT

If you were to drive to the
moon, it would take you
6months non stop travelling
at 97km h

