



# CROSS FLOW

BENDIGO CAR CLUB  
(BCC)

2017, Issue 4

May 2017

## Presidents Report

Hi club members, the Saleyards Dash was a great day. Good weather with 55 entries and was well run by Peter Valentine and Craig Hardiman. Craig had to talk to 3 drivers about their driving or lack of. Thank you to all officials on the day also a big thank you to Kaide of Bendigo Door Centre for picking up and returning all of the equipment required to run the day.

The VCAS event was run but initially it looked like it was going to be very light on for entries due to the late posting of the supp regs on the VCAS web site. With 60 entries help was almost non existent. I was late due to health problems but when Peter Valentine had to be director, chief scrutineer, chief time keeper it's not good. We have over 150 members but nobody wants to help run events so have a good look at yourselves and ask where are we going. On the day John Hardiman helped, Doug Adams came out for a look and was on start duties all day, Craig Button helped out in timing in between his runs while Paul Wagner and his son were on the mound after breaking an axle in his car. A couple of members helped with scrutineering, a BIG thank you to all those members who put in a big effort.

We had the Rover Scouts event on the 28th & 29th of April, they all had a ball over the weekend. The track has taken a beating but with the help of Roger Hall hopefully it will come up a treat for the day / night event on the 6th May. Brad Hall is running this event so we will need a lot of HELPERS.

Our canteen has done very well at our events so pop in and see Cheryl and Ken for some tasty treats.

We had a busy April so hopefully we will be back to normal next month.

Now for the real whinge - there will be no entry forms at events as they are on the back of SUPP REGS, so read them. NO ENTRY FORM - NO ENTRY IN THE EVENT!

Our June event is our round of the V.K.C. There will be no entry forms on the day.

Please note that when you are at Bagshot and using the club cars or course cars and there is NO fuel, let someone know. If not, they don't run so will not be available for the event. Also, don't get caught in a sticky situation, if there is no toilet paper or hand towel in the toilets, AGAIN let somebody know or go ahead and fill them up yourself. We all need to work together to make our events run smoothly and let the club shine.

Look forward to seeing you at the club meeting,

Thank you,

Mick Elvey

President

***Rod Martin in is  
Holden HQ GTS  
in the Bendigo  
Easter Parade***



### Upcoming Events:

**6th May (Sat)**

Twilight Khanacross /  
Motorkhana

**27th May**

Working Bee  
Bagshot

**4th June**

Vic Khanacross /  
Motorkhana  
Championship

**24th June**

Trivia Night  
BCC Maiden Gully  
Clubrooms

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



## Behind the Screen

Welcome to May and what a month that April was. We had the Saleyards Dash midway through April and had a nearly full field of competitors. The weather was great on the day as everybody negotiated the new tests, displaying diverse driving styles. A number of specials took home the first few places with Brad Hall in his Subaru WRX being best placed Bendigo Car Club Member. Unfortunately spectator numbers were well done on previous years. The committee had chosen not to proceed with the Car Show this year which resulted in a lower number of onlookers. The club will pursue other clubs or interested parties who may be interested in organising a show on the day.

The VCAS Autocross in late April was another successful event. Although Bendigo had received record rainfall in the days leading up to the event, the event was still able to go ahead as planned. The track started off damp, but as is typical of Bagshot, dust was coming off in places by the second run. The track held up well but a few spots were cutting up rough by the end of the day. Checking the underside of my Excel at home showed the sump and floor had taken the top off a few muddy high points during the day! Brad Hall showed his form with an outright win of the event, well done Brad.

We are still looking for articles in Crossflow so if you have anything you would like to share, please send it through to [tcj.castle@bigpond.com](mailto:tcj.castle@bigpond.com) If you would like to be Club Member of the Month or have your car be feature car also let us know.

Also a big thank you to those members that supplied the cars for the Easter Procession, these being Peter Valentine - Corvette, Michael Flynn - Holden Torana XU1 and Rod Martin in his Holden HQ GTS. I received a thank you from the City of Greater Bendigo who have indicated they would again like us to participate again next year, well done guys!

Until Next Month,

Behind the Screen, Craig Hardiman



***Peter Valentine in his Chev Corvette at the Bendigo Easter Parade***



## Formula 1 and Hot Rods

What on earth do grand prix cars and hot rods in common? Did you know that this pair were separated at birth - from their flamboyant mother - post WWII.

At the dawn of the automobile prior to WWI man naturally had an inclination to imitate the ancient Roman practice of chariot racing. And like the ancient Roman chariot man decided that in order to go fast one might as well minimise the load, hence omitting the mud guards. The 'open wheeler' was born (or perhaps re-born?).



Originally the automobile featured separate bolt on mud guards, not unlike those of horse drawn carriages. The innovative engineer would strip the car back to the basic ladder frame chassis and discard any bulky and unnecessary bodywork, thus the grand prix car was born.

Simple bodywork, sometimes even made of cloth over a wire frame, was utilised instead of the more ambidextrous touring style coachwork. Sometimes vehicles omitted the bodywork altogether hence the reference 'bed frame' applied to certain historic race cars. Across the pond in the USA a similar trend emerged, and post WWII ex-servicemen re-applied the principles learnt in Europe to domestic pre WWII machinery. Again, parts such as mud guards or 'fenders' were omitted as per racing machinery.

Many of these ex-servicemen had learnt a lot about building performance aeronautic engines and as a result it wasn't long before war surplus parts found their way into early hot rod vehicles. This included imitating pre-war grand prix supercharged cars by bolting on a cabin pressuriser sourced from a fighter plane, or plumbing up nitrous as the last of the Merlin engines featured.

And looking back at the speeds that some of the early hot rods achieved drag racing on disused air strips, it is probably a good thing that 'fenders' were removed as the aerodynamic lift generated would have been scary!

So it is this legacy of taking a production vehicle, stripping it of its unnecessary coachwork that spurned this movement, but the great irony today is that only certain oval racing 'modifieds' apply the fenderless theory to modern production vehicles. Both the hot rod and grand prix once again have a lot in common as today they tend to specialised new 'open wheel' creations rather than derivatives of production cars.

The other great irony of the open wheel grand prix movement is that in this modern era of aerodynamics it is often a disadvantage to have 'open wheels'. The aerodynamic drag in a lot of (but not all) situations is a hindrance and designers have often indicated a closed wheel would be advantageous.

Whilst on the Anglo / American topic, it might be a surprise to many that oval racing has its roots in Europe, with places like Brooklands in the UK built around 1907. Brooklands featured a concrete surface but many featured timber plank lining! According to Wikipedia the Indianapolis Motor Speedway was inspired by Brooklands and completed in 1909.

**By Robert Andre**



## Bendigo Car Club Championship Leaders

BCC has had three rounds of our club championship and below are the top 3 class leaders and outright leaders of the championship.

### *Championship Outright*

- 1<sup>st</sup> Brad Hall (117 points)
- 2<sup>nd</sup> John Hardiman (95 points)
- 3<sup>rd</sup> Rod Holt (54 points)

### *Class A Outright*

- 1<sup>st</sup> Craig Hardiman (80 points)
- 2<sup>nd</sup> Peter Hardiman (44 points)
- 3<sup>rd</sup> Steven Lane (30 points)

### *Class B Outright*

- 1<sup>st</sup> Chris Hume (64 points)
- 2<sup>nd</sup> John Strauch (56 points)
- 3<sup>rd</sup> Peter Panozzo (52 points)

### *Class C Outright*

- 1<sup>st</sup> Rob Andre (70 points)
- 2<sup>nd</sup> Carl Harvey (66 points)
- 3<sup>rd</sup> Rod Martin (48 points)

### *Class D Outright*

- 1<sup>st</sup> Brad Hall (90 points)
- 2<sup>nd</sup> John Hardiman (74 points)
- 3<sup>rd</sup> Rod Holt (42 points)

### *Junior Championship Outright*

- 1<sup>st</sup> – Rhys Wagner (40 points)
- 2<sup>nd</sup> – Peter Hume (35 points)

### *Ladies Outright*

- 1<sup>st</sup> Hayley Panozzo / Annette Reffold (30 points)
- 2<sup>nd</sup> Tamika Mouat (26 points)
- 3<sup>rd</sup> Aalihya Mouat (22 points)





## Club Member of the Month



**Name:** John Hardiman

**Occupation:** Service Manager

**Years in BCC:** 42 Years

**Type of Motorsport you follow:** Club Level

**Favorite Venue Raced at:** Bagshot

**Vehicles of Interest you own:** 1988 Subaru WRX

**Best Motorsport Memory:** Winning the Bendigo Car Club Championship

**Vehicle you would like to own:** New model Subaru STI

**Favorite Racing Driver:** Craig Lowndes, Geoff Portman with his ability to drive anything, Peter Brock

**Before you finish racing you'd like to:** Have a lot more fun.

**Best Motorsport Achievement:** Years ago while running my old Galant against a competitor in a Corolla I had to pull out a great run on the last run of the day which I succeeded in doing.

***John Hardiman  
and his Subaru  
WRX***

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



***Michael Flynn  
in his Holden  
Torana XU1  
at the  
Bendigo  
Easter Parade***



## Feature Vehicle of the Month

**Type of Vehicle:** 1998 Subaru WRX

**How long have you had it:** 6 years

**Any modifications:** Engine management and boost controller otherwise it is standard

**What events is it used for:** Club championship (Khanacross, Autocross, Rallysprint) and VCAS events

**Best result:** 7-8 second place finishes against strong competition

**Future plans:** Maybe upgraded suspension

**If you didn't have this you'd have:** An old historic rally car or even a Hyundai Excel





## BCC Life Members

1991	Max Jackman *	2002	Harrie Larter
	Bill Atkinson *	2005	John Orr
	Frank Panozzo *	2012	Craig Button
	Frank Coad	2013	Michael Elvey
1996	Rosalie Panozzo	2014	Ken Holt
1998	Lois Jackman		Cheryl Holt
	Phillip Gallagher	2015	Peter Valentine
2000	Norm Brown	2016	Roger Hall
2001	Barry Farnell		

## 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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- 13 May: Club Chief, CAMS Victorian Office

Contact CAMS on 03 9593 7777





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[www.bendigocarclub.com.au](http://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

The average car has  
30,000 parts

