



# CROSS FLOW

BENDIGO CAR CLUB  
(BCC)

CROSS FLOW  
August 2017

## Presidents Report

Club member's it's that time again - the AGM. We will have our general meeting first then a short 10 min break then the AGM will start.

We will have five vacancies on the committee so if you like to have a go on the committee come along and nominate before the AGM .

I think this will be an exciting time for the club it will be great to be part of it. If we get more than five people nominating there will be a vote by members present to decide the five new members. The club is in a very prosperous position so it will be a great time to forge ahead. So hope you all can attend.

To change the subject we had a trivia night on the 22nd July it was a great night we all had fun with lots of prizes and good time had by all. we made a great sum of money.

All those club members with officials licences should have done your working with children check by now. As I take it if you haven't your licence may be suspended as of the 1st August. We have our club event on the 6th August. Brad Hall is the director of the event. The track has been graded thank you to Nick Boswood for his efforts as myself and Peter Valentine and Kevin Symons will not be there. Brad will need lots of help and also somebody to help set up the track on the day.

I know it's a little way off but we will need a lot of our officials for our biggest outside event we run The Mount Tarrengower Hill Climb we will need about 20 officials on the Saturday but Sunday is the big day needing about 28 officials to set up on both days and pack up on Sunday after the event. So all the help will be thankfully received.

See you all at the AGM

Mick Elvey

President

**Bendigo Car Club  
wants YOU  
Committee  
Nominations are  
now open and we  
have 5 vacancies.**

**Now is your  
chance to get on  
the committee and  
represent your  
fellow club  
members**



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

***Please note that the Annual General  
Meeting is on Thursday 3 August at  
BCC Clubrooms Maiden Gully***



## Behind the Screen

Welcome to another Month Club Members, we're into August already, where has this year gone? This month brings the AGM and more than ever this will be an important one with so many positions to change on the Committee.

Thanks to the retiring Committee Members Mick Elvey, Peter Valentine, Jim Coombs and Glenyce Coombs for their service. Craig Button is still to announce if he is standing for another term. At this stage we have had some great nominations for the Committee, a mixture of people who will offer some new views and ideas and help steer the club into the future. It is not too late to nominate, so if you would like to be involved fill in the nomination form in this edition and hand it in to a Committee Member before the start of the General Meeting. Too many times we hear people grumbling about what we could do better as a Committee. So if you're one of these people who like to offer advice from the sidelines, how about getting involved and helping out? It's not all politics and can be very enjoyable.

With the possibility of an election being required, we ask for as many members as possible to attend this meeting. There may be more nominees than the 5 positions available, this will enable your opinion to count in deciding who will become our new Committee Members.



Upon arrival at the Clubrooms, you won't be able to miss the recent works that have been undertaken to give us a very grand entrance! A huge thank you to Peter Panozzo on his fantastic fencing work that he carried out last weekend. Peter has installed steel posts set into concrete and steel rails, with the entrance now set back. As you can see in the photo, it has improved the look greatly. It is no longer a survival test braving the half detached gate and rotting wooden posts sitting in the ground attempting to fall on you when locking up on a dark wet night. We will schedule in some painting of the posts at the Sunday, August 20 working bee, beginning at 9am. Whipper snipper's and rakes required, we are planning on cleaning up around the clubrooms outside and clearing the guttering as well as the painting of the posts.

See you at the meeting on Thursday night,

Behind the screen

Craig Hardiman





## Bendigo Car Club Calender

3 August	Annual General Meeting	BCC Clubrooms Maiden Gully
6 August	Khanacross / Motorkhana	Bagshot BCC Round 7
7 Sept	General Meeting	BCC Clubrooms Maiden Gully
9 Sept	Twilight Khanacross / Motorkhana	Bagshot BCC Round 8
30 Sept / 1 Oct	Vic Off Road Championship	Bagshot BCC
5 Oct	General Meeting	BCC Clubrooms Maiden Gully
14/15 Oct	Mt Tarrengower Hill Climb	Maldon
2 Nov	General Meeting	BCC Clubrooms Maiden Gully
5 Nov	Autocross / Motorkhana	Bagshot BCC Round 9
25 Nov	Presentation Night	BCC Clubrooms Maiden Gully

*All dates are subject to change, please confirm via updates on website or call  
0427 511158*

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





## Club Member of the Month

**Name:** Michael Elvey

**Occupation:** Truck Driver

**Years In Bcc:** 44 years

**Favourite Venue Raced At:** Sandown, Bagshot and Phillip Island

**Vehicles Of Interest You Own:** Blue KE-20 Club Car and a White KE-20 Race Car

**Best Motorsport Memory:** Racing against Bryan Thompson, Bob Jane and Alan Moffat

**Favourite Racing Driver:** Craig Lowndes, Jim Richards and Peter Brock

**Before You Finish Racing You'd Like To:** Try and win the Club Championship (haven't got a WRX)

**Best Motorsport Achievement:** Winning VCAS Class C Championship and Club (BCC) Class A Championship



**Michael Elvey BCC  
President 2017**





## Feature Vehicle of the Month

**Type of Vehicle:** KE-20 Corolla

**How Long Have You Had It:** 15 years

**Any Modifications:** 5K Down Draught Weber, Roller Rockers Aluminium Flywheel

**What Events Is It Used For:** Khanacross, Autocross and Motorkhanas

**Best Result:** Winning BCC Class A Championship and VCAS Class C

**Future Plans:** TO keep racing and enjoy myself as long as i can, its great at Bagshot among friends.

**If You Didn't Have This You'd Have:** Probably a bit boring compared to some others but an A-9X Hatchback Torana





CONFEDERATION OF AUSTRALIAN MOTOR SPORT

The Victorian State Government has made amendments to the Working with Children Check Act 2005 that will come into effect on **1 August, 2017**.

**These changes will now require ALL Victorian Officials to obtain a Working with Children Check** as part of their licence. These amendments are being made following a Royal Commission into Institutional Responses to Child Sexual Abuse.

Information regarding the changes can be found

here: <http://www.workingwithchildren.vic.gov.au/home/about+the+check/purpose/changes+to+legislation/>

For those officials who already hold a valid check, details will need to be emailed to [workingwithchildren@cams.com.au](mailto:workingwithchildren@cams.com.au)

The email should include:

- Your full name;
- CAMS licence number;
- Working with Children Check number/reference;
- Working with Children Check expiry date;
- a scanned copy/photograph of the card.

For those that don't currently have a check, one can be obtained free of charge from the following link: <http://www.workingwithchildren.vic.gov.au/home/applications/apply+for+a+check/apply+in+victoria>

To begin the application, hit the blue 'start application' box at the bottom of the page. Once the online application is complete, you will need to visit an Australia Post outlet to verify your identity free of charge. Once you receive approval, please email the same details as above to [workingwithchildren@cams.com.au](mailto:workingwithchildren@cams.com.au)

These checks are compulsory for Victorian Officials and need to be applied for by August 1. Any official who is yet to provide their details by this date will be ineligible to participate in CAMS permitted events until they do so.

Presently Victoria is the only state expanding their definition of 'direct contact' and removing references to 'Supervision', however CAMS anticipate that these amendments will be adopted by other State Governments over the next 12 months. CAMS recommends officials in other States be pro-active and obtain a check.

[We have generated a list of Frequently Asked Questions that can be found here](#)

Please direct all queries to [workingwithchildren@cams.com.au](mailto:workingwithchildren@cams.com.au)



## 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
1999	Laurie Johannesen	2016	Roger Hall
2000	Norm Brown		

## 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 have been emailed out already and they can also 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 cards are to be collected from General Meetings

### ***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



## WINGIN' IT by Robert Andre

I recall once watching a YouTube compilation about people doing silly things to/with cars. One snippet was two young rocket surgeons critiquing a boy racer hatch back for having a rear wing "because it is front wheel drive, der". I chuckled to myself recalling the brilliance of the blonde who de-oxygenated the water to suffocate the fish... So two special young lads could surmise that the front wing on an Indy car is purely decorative. They should tell that to Mark Webber.

Wings were first developed to counteract the lift developed at the rear of sleek tear drop body work, and it wasn't long before the other exploits were discovered. Special multi-element wings have been proven to be effective and efficient even at low motorkhana speeds.

Wings are also only as good as their design and installation. A common issue with go fast fraternity is the direct mounding of a 'centre post wing' to the boot lid of car with little consideration beyond drilling a few holes. The thin sheet metal and rubber seal of a hinged boot lid is not the ideal place to have several hundred kilograms of leverage. Perhaps the saving grace here is that the online bargain wings are generally of an inefficient profile and design.

A rear wing needs to be at least capable of withstanding the vehicle being manhandled by pushing or pulling the main element. For a centre post wing on a saloon this generally requires additional structure to be installed inside the boot to transfer and distribute the load. A Formula 1 car at speed can generate enough downforce to theoretically drive upside down, so if our banger wing can generate a quarter of the downforce at a moderate speed it would still need to be a structure strong enough to *at least* support a person hanging from it!

Centre post mount vs end plate mount: According to the late and great Carroll Smith, the downside to centre post mounting is that if the post(s) attach to the underside of the element around  $15^\circ$  of wake can be generated either side of it. This means that from the front edge of the mounting post on the element a  $30^\circ$  area behind it (towards the rear) is inefficient.

A quick example: If a wing has a chord length of approximately 200mm (~front edge to back edge) than, according to a quick sketch I did, a  $30^\circ$  wake would render about 100mm of the width inefficient. So if the vehicle had two posts that would be around 200mm effected. So say the wing was 1600mm wide, 12.5% of that wing would be inefficient!

End plate mounts obviously don't suffer from these side effects. It is for this reason that modern Le Man vehicles feature swan neck centre post mounts as this allows the underside air of the element to stay energised without as much turbulence (depending on which side of the wing the post swans). It is very important that the underside is efficient as it is this transition that creates lift (when inverted 'downforce').

Another theoretical benefit of the end plate mount is that most research dictates that the deeper the end plate the better. Deep end plates assist in preventing air spilling out from under the wing, maintaining as much air as possible to transition 'over' the lift element (which is upside down). When installed on a vehicle, the top side of the wing is apparently less critical as the air is not transitioning as significantly as





## WINGIN' IT

the underside, though some fencing is desired.

It is worth noting again that a wing needs to be supported by a strong structure and for a lot of vehicles this may require centre post mounting to perhaps a structural 'stressed member' transaxle or space frame. Not much point in mounting a wing to non-structural flimsy bodywork.

When considering the 'angle of attack' of a wing it is important to consider the transition of air to the element. If the wing is mounted say close to the hatch of a swoopy coupe, the angle of the wing has to be considered in relation to oncoming air and not just the horizontal plane.

Other considerations for wings is reducing frontal area. If a wing cannot be seen from the front view of a vehicle yet can be placed in an area of efficient 'clean air', the amount of drag or area the car has to punch through the air as it travels is reduced. Some sports prototypes and formula cars are placing their wings behind the car and carefully transitioning the air to it in an effort to reduce frontal area. The perfect balance between drag and downforce will always be ongoing development.

Perhaps the other most important consideration with wings is aerodynamic vehicle balance. A huge rear wing is next to useless if the front wheels are levered off the road and the vehicle goes straight at the first turn. Generally speaking you want a little bit more rear aerodynamic bias to avoid high speed oversteer.

Disclaimer: The author and Bendigo Car Club accept no responsibility for the use of the content in this article. For entertainment purposes only and not intended for any practical purposes. If you need help seek assistance from a professional.

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each extra Family Member



## Inside NASCAR: Hauler transportation requires clockwork precision

Clockwork precision required for detailed NASCAR hauler transportation process DENVER -- Wednesday, Feb. 29, 6:20 a.m.

How to describe a late February sunrise on a crystal clear morning along the Colorado Front Range? It is incredible. It is breathtaking. It is a sight to behold. The sky directly above is the blackest blue, with progressively lighter shades of azure toward the open prairie to the east. And stretching the entire length of the horizon, there's a narrow band of pale yellow, like the shimmering reflection of a brilliant golden necklace hidden just out of sight. "You have to do it in a timely manner, because the time frame that you have to deal with is tight." --

CHARLIE KRAUCH

Charlie Krauch doesn't have time to look at sunrises. As the transportation director for Denver-based Furniture Row Racing -- the only full-time Cup team located west of the Mississippi -- Krauch is racing the clock. The transporter normally would arrive early Tuesday morning, but because the finish of the Daytona 500 was pushed back by weather delays -- and the jet dryer fire -- the hauler was more than 24 hours behind schedule on its 1,800-mile journey from Florida.

When the transporter finally shows up at the team's shop near the old Stapleton airport, everything on it -- from the cars and the carts to the spares and the signature cards -- has to come off, be cleaned or replaced, and everything off it then has to go back on. That's more than 10,000 items -- like packing and unpacking a four-bedroom house every week, 38 weeks a year: rain, shine or sometimes snow. The hauler must be in line for parking inside the Cup garage at Phoenix International Raceway no later than 5:30 a.m. Friday. And that's a minimum 15-hour trip, under the best of conditions.

"This was such a different deal with Daytona being postponed as long as it was, it just compresses everything that you need to get done into a shorter time frame," Krauch said. And the clock is ticking. Krauch steals a few puffs on a cigarette against the brightening sky before the cell phone rings. It's the hauler driver, giving Krauch an update on his estimated time of arrival. It's one of the few smoke breaks Krauch will get this day.

Welcome to NASCAR's version of the travelling circus, where the transporter not only brings the show to town but acts as storage facility, repair shop, restaurant, meeting room and viewing platform -- all within the 80,000-pound weight limit mandated by federal transportation regulations.

"We try to utilize every bit of space that we have in that truck," Krauch said.

And because Denver is 1,600 miles west of the rest of the Cup race shops, if something important gets left behind, it's a pretty big problem.

**9:05 a.m.** -- The hauler finally arrives and backs into the loading bay of the shop -- a former waterbed mattress warehouse built in the shape of an upside down and backwards F. The rear door of the transporter -- which doubles as a loading ramp -- is raised to access the primary car. The car was totalled in a late-race accident. It's missing most of its bodywork from the right-front corner of the valance to the passenger door. The roof is severely dented from where the hood flipped up at more than 150 mph, the thick hood tethers frayed where they were cut. That car is rolled back to the archway of the fabrication shop and put up on jack stands.

**9:10 a.m.** -- The backup car, which wasn't needed at Daytona, is rolled back into the main shop area where it'll be put back into service at a future restrictor-plate track.



**9:15 a.m.** -- Now it's time to remove the carts that are stored in the aisle, including the utility cart, the consumables cart and the tool box. They are rolled off next to the hauler, in an open area behind the shop. There's a specific order on where they go once everything else is loaded in the cabinets and bays. "The way it gets loaded is the food cart, the generator, the utility cart and then the tool box," Krauch said. "That's nose to tail on the bottom."

**9:18 a.m.** -- The rear-end gear cart is removed from its cabinet and rolled off.

**9:25 a.m.** -- The spare Daytona engine and several other individual carts come off the hauler, along with the protective tent -- still soaked with rain from the weekend -- and all of the hauler's floor mats.

**9:32 a.m.** -- Driver Regan Smith, wearing a ball cap and a black backpack, steps into the garage while talking on his cell phone. He, general manager Joe Garone and director of competition Mark McArdle gather around the remnants of the Daytona 500 car and have a short conversation. As a crew member removes the tires from the damaged car, a large clump of drying Florida sod falls off the underside of the bumper and onto the floor of the shop. It'll get swept up and thrown away before the day is over.

**9:40 a.m.** -- The tent is set up to dry in the Colorado sunshine, while the floor mats are rolled up and stacked to the side. They'll be vacuumed and replaced. It's taken less than an hour, and all of the large items have been taken off the transporter. The cart containing the Phoenix backup engine, plus three large plastic containers of lubricants, are now ready to be put in a storage cabinet near the front of the hauler.

**10 a.m.** -- Krauch and one of the truck drivers are searching through the crew cabinets, looking for missing radios. "It's like an Easter egg hunt," Krauch said. "After the race is over, they just get thrown in everywhere. So we find them all over the place." At the same time, Smith, crew chief Pete Rondeau, McArdle and Garone meet in the conference room to discuss what happened at Daytona, plus go over their game plan for Phoenix.

**11 a.m.** -- Krauch's son, Chad -- who doubles as the team's tire specialist -- begins the process of checking every drawer in each of the tool carts. He's looking to see what tools are missing or misplaced. In addition, he refills all of the chemical products -- cleaners and greases -- that the team may need for race day. Each drawer may have hundreds of wrenches and sockets, but they're labelled and sorted by size and shape. In this case, one of the drawers has broken, so Chad will make sure it's repaired before the cart gets reloaded for Phoenix. Getting the hauler from track to track, on time and in perfect working order, is paramount to the entire performance. And the show must go on, even if something goes terribly wrong. It happened to the No. 78 hauler two years ago after the November race at Phoenix. The transporter was about 40 miles south of the race shop when it hit a patch of black ice and became involved in a chain-reaction crash that involved 34 vehicles. Compounding the issue was that the team's motor home -- following directly behind -- crashed headlong into the rear door of the transporter. So not only was the hauler heavily damaged and the motor home totalled, the team couldn't get to its equipment. "Thank goodness I didn't get that call because I'd probably have been on the floor with a heart attack," Krauch said. "It was a call that I believe either Mark McArdle or Joe Garone handled. We were expecting the truck to be here and it was behind schedule. Then the next thing we heard over the intercom was that we were having a meeting. And from that point on, it was 'all hands on deck.' "Richard Childress offered the use of his test hauler and spare carts for Homestead, but there still was the matter of getting Furniture Row's cars to Florida. The team wound up transferring them to the RCR transporter in a truck stop some-





where in central Florida -- and they made it to the race.

NASCAR even helped out by using one of its tractors to help park the test hauler in the garage. "It was probably one of the hardest ones we had to do," Krauch said. "The problem was that we couldn't get any of our stuff off our hauler, so we were using RCR's test hauler and all their stuff. Basically, we kind of had the cars almost ready to go and we had the consumable carts. The only thing was, we had to use different carts and then get the test hauler ready to go." That situation -- and the fact that Furniture Row has more miles to cover than a typical Cup operation -- means Krauch would rather be safe than sorry.

He'll even spring for an extra night at an area hotel for the hauler drivers if they wind up at their final destination a day early, because that means the transporter is guaranteed to be in line when NASCAR opens the garage. "With us doing what we're doing and travelling as much as we do, our goal is to get the trucks out of here as early as we can," Krauch said. "Because you never know whether you're going to have a flat tire or the truck breaks down. "The problem is, when you're running the trucks up and down the highway, the unknown is the big thing because you still have to park the truck at a certain time. If you have a breakdown, you have to scramble to get another tractor or [figure out] how long it'll take to get it fixed."

Furniture Row does have an ace in the hole. Owner Barney Visser's furniture company has its own fleet of trucks, so if the team's race tractor breaks down, Krauch said there's a good chance he can get one of the company trucks to lend a hand. Things are progressing well enough that the Krauches can break for lunch. Over a plate of Chinese food, Charlie Krauch talked a bit about how he got into the sport. His father was a mechanic and Charlie did brake jobs before he started high school. He helped friends with their drag racing cars -- and eventually wound up as a crewman for local racer Jerry Robertson.

When Robertson drove the team's Nationwide Series car in 2005 and '06, Krauch was hired on as the tire specialist. Now his son handles that role while he takes care of the team's logistics. And despite the negatives that come with having to come to work at 6 a.m. -- in order to be on Eastern Time -- and waiting on weekly deliveries of parts and equipment from North Carolina, Krauch sees a number of advantages.

"We don't get caught up in all the stuff that's going around from race shop to race shop, the rumours," Krauch said. "That helps us stay more focused on what we need to be doing. "The other thing is, it has a little bit more job security out here than it does in North Carolina. You don't have people coming in, lobbying for your job. The people who are here are dedicated to Furniture Row Racing."

Now it's back to business.

**2 p.m.** -- While one of the tractor drivers is using an air hose to blow dust and dirt out of the transporter, Krauch is cleaning the rolling drink cart. "I use a solution of warm water and bleach because the carts don't drain all the way," Krauch said. He even wipes down the leftover bottles of water and cans of soda before putting them back in the cart, and then begins the process of filling the cart with cases of soft drinks from a storage outbuilding. No worry about keeping the drinks cold when it's 40 degrees in the shade -- although many of the Furniture Row crew are wearing shorts, although Krauch prefers long pants and a jacket. Of course, any day when it's not snowing might be a shorts day in Colorado. And for late February, this is abnormally warm, even though there's still a good-sized mound of snow next to the removable plough in the middle of the parking lot.

**2:15 p.m.** -- The shock cart is ready to go on. It sits in a cabinet in the front of the hauler, under the lounge area. There's another large cart filled with springs for Phoenix. In a separate cabinet are shock and spring dynamometers. Shock specialist Nick Kerlin brings an average of 60 shocks to each race, and is sitting on the floor of the hauler, sorting through the shocks from Daytona and replacing the ones he won't need with ones he's built especially for Phoenix. He winds up crawling into the storage cabinet to make sure everything he'll need at the track will fit in the compartment.

**2:20 p.m.** -- The cart with spare rear ends and transmission parts is loaded on the hauler and locked into place. Things are moving along at a good pace, and Krauch is pleased. His "drop-dead time" to get the



hauler on the road is noon Thursday -- but he's shooting for 8 a.m.

**2:30 p.m.** -- The tent is dry, so it's folded back up and put in its storage sack. At the same time, the two Phoenix cars are going through their final inspection inside the shop -- getting one last trip through the NASCAR body template machine referred to as "the claw."

**2:45 p.m.** -- Krauch gets a stack of "hero cards" and plastic credential holders from a box in his office to add to the cabinets in the lounge.

**3:15 p.m.** -- With all of the cabinets refilled and the four large aisle carts ready for loading, Krauch and his team are done for the day. Well, except that he's got to stop by the local dry cleaner and pick up the team's uniforms. Because of the tight turnaround between Daytona and Phoenix, Krauch had a backup plan in place. "We put the uniforms on the airplane and the travelling crew brought those back with them," Krauch said. "That gives me an extra day to get them over to the dry cleaners."

**Thursday, March 1, 6 a.m.** -- The aisle carts are put in place and the two cars are the last pieces of equipment loaded onto the transporter.

**9 a.m.** -- The transporter's door is closed and leaves the shop for the 850-mile journey to Phoenix.

**Friday, March 2, 12:30 a.m.** -- The No. 78 Furniture Row Racing transporter arrives safe and sound at the front gate of Phoenix International Raceway, with five hours to spare. For Krauch, it's all about being prepared for any eventuality. "You want to cover your bases as much as you can," Krauch said. "And you have to do it in a timely manner, because the time frame that you have to deal with is tight. And our time frame is usually a lot tighter than everybody else's."

"I try to get the hauler out of here as quickly as I can. I'd rather have the hauler out of here early and get there early -- and let them chill out for a day -- than to get there at the last minute or even miss the roll call to get into the race track."

"That's a bad scenario."

In a few hours, the sun will set over the Rockies and the twinkling of street lights will compete with starlight in the skies above the Colorado Front Range. It is incredible. It is breathtaking. It is a sight to behold. And four sunrises from now, Charlie Krauch and his crew will do it all over again.



Just a note that "tractor" really means the prime mover, 40 degrees is Fahrenheit, so its bloody cold and this article was written back in 2012 the year that Montoya hit the track dryer at Daytona and delayed the race finish till after midnight. All of the NASCAR teams work out of North Carolina but this team works from Denver, Colorado 800 miles away.

Our Aussie V8 supercar guys do similar to this but not 39 weekends a year!

Peter V.



PO Box 361  
Bendigo Vic 3552

[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

Facebook post interface showing the Bendigo Car Club profile picture, navigation buttons (Liked, Following, More), and a 'Send Message' button. The main image shows two people in high-visibility vests sitting at a table outdoors, possibly at a motorsport event.

## CAR RIDDLES

**What do you get when Dinosaurs crash their cars??**

*Tyrannosaurus Wrecks!!*

**What part of the car is the laziest??**

*The wheels, because they are always tired!!*



Bendigo Car Club Inc

Official committee nomination form

Nomination forms must be handed to a member of the Bendigo Car Club Committee prior to the start of the Annual General Meeting

Name of Nominee..... Member No.....

Mover.....Member No.....

Sign..... Date.....

Seconded.....Member No.....

Sign..... Date.....

I .....(nominee) give my consent from my nomination to the committee of the Bendigo Car Club inc.

Sign..... Date.....

Date received		Received by	
---------------	--	-------------	--