



CROSS FLOW

November 2017

Presidents Report

Hi Members,

Tarrengower Hill Climb has been run and won again and the big winner was the Bendigo Car Club. Great event, great weather, great crowd and great participation by the members. From the reports I have had from both car and bike competitors it has been a total success, no complaints only praise. Well organised by Peter, Chris and the rest of the members they are looking forward to next year's event with a lot of them looking forward to the Eddington Sprints.

The club has a good reputation for organisation, special thanks to Peter Valentine must go to him for the time and effort organising this great event which starts in April and finished with scrutineering on the Saturday of the event and a lot of work goes on behind the scenes.

We have had good coverage from the Maryborough Advertiser, The Bendigo Advertiser and from WIN Television I have been told.

Great work Tarrengower committee, looking forward to the next one.

The President

Kevin Symons

BCC

Upcoming Events

2 Nov 2017	General Meeting	BCC Clubrooms Maiden Gully
5 Nov 2017	Khanacross / Motorkhana	Bagshot
8 Nov 2017	Working Bee	BCC Clubrooms Maiden Gully
3 Feb 2018	Presentation Evening	BCC Clubrooms Maiden Gully

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

Behind the Screen

Welcome to November and the last month of competition for 2017. Our very last competition event will be held on this Sunday, 5th November with a khanacross/motorkhana event. With a weather forecast of 21 degrees, it should be a good day with the track having dried out from the recent rain. Nick Boswood has been busy preparing the track for a final showdown between our title contenders. We're hoping to get a good turn out on the day so hope to see as many of you as possible competing.

I was at the Clubrooms last Sunday and was having a tidy up when I noticed that we've had a dead tree half fall over. If anybody needs some fire wood, there will easily be a trailer load there if they would like to take it away. There's also a number of old strainer posts at the front gate that would burn well in a bonfire if somebody would like to take them away. First in gets it all!

For those who look forward to Club Member and feature Car of the month, sorry but this month it is me. We ran out of time to twist somebody's arm this month to do it. If you would like to feature in the magazine please just follow the same questions in the Crossflow and email the answers and a picture of yourself and your vehicle to editor@bendigocarclub.com.au and we will include them in the magazine. Same goes for any other contribution you would like to add including anything that you might have for sale. Thank you to those people who contribute monthly, it is greatly appreciated. We can only make it an interesting read if we get good content to put in it.

See you all at the meeting or at Bagshot on Sunday,

Behind the screen,

Craig Hardiman

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.

<http://www.bendigocarclub.com.au/membership-information>

Membership cards are to be collected from General Meetings



Annual Treasure Hunt – UPDATE!

This year's Treasure Hunt is being organised by Barry Farnell and Phill Gallagher, and was already "in the can", and due to be held on Sunday December 10th, with an interesting course and beautiful finish location.

HOWEVER; the original proposed "finish" and "attraction" became un-available, at a late stage in the organising schedule.

Not to be deterred, the "dazzling old duo" managed to "secure" an alternative venue, and consequently re-jigged the route accordingly.

HOWEVER, one of the "Contacts" at this venue, had apparently forgotten a VERY important engagement, resulting in this Venue now being un-available on the proposed Sunday December 10th!!

This resulted in the following scenario, on which a decision will be sought at the forthcoming November General Meeting.

Bangin' Metal

By Robert Andre

Mig or Tig welding and which is better? This question is really best answered on a job specific bases, like is a Danny Ric shoe better than an a Lewis shoe – just ask Mark Weber...

Mig is excellent for production welding and is very quick and strong. Tig welding is not very quick but is very strong for a given thicknesses. Mig is also relatively easy for a beginner to weld something adequately unlike Tig which requires a fair bit of practice to make half decent. Mig is also less bothered by material contaminants like paint and oil, and can also fill large gaps easily. Powerful Migs can join thick material with ease.

So it kind of sounds Mig welding is the go, but Tig welding has some very impressive attributes: very precise control of the weld pool and direct filler material control. So in theory a chassis Tig welded will most likely be lighter as the filler is not required to create the arc, and it is very easy to gauge good penetration by a visual inspection hence: high quality visually impressive light weight welds.

Another question I often get asked is in regards to building stuff from chromoly. An old buddy of mine worked for a V8 Supercar team in Albury - the team shall remain nameless. This buddy has returned from a long stint in the UK working on formula cars and was back down under after his working VISA expired. Upon gaining employment with above unnamed team he asked his senior work associate if they had many issues with the chromoly chassis' cracking, to which was replied "nah, never have an issue". My friend states that by the end of the day his keen eye had spotted at least 11 cracks, cracks that his colleagues had perhaps not bothered to look for...

Chromoly/"chromium molybdenum"/4130 tubing is indeed fantastic stuff, but there is a reason roll cages made from the stuff need to be certified for CAMS use by an appointed engineer. Contrary to popular belief, chromoly is NOT pound for pound lighter than steel, its major benefit is that you can use a lot less of it to achieve a given 'strength'.

Chromoly is a steel alloy and as such it is very sensitive to how it is joined. The strengthening alloys contribute to making the material hard, but like glass which is also very hard, the trade-off is brittleness.

Heat from welding, a flame or similar applied to the material creates a 'heat affected zone' (HAZ) or heat affected part. The HAZ sees a change in the crystalline structure which can be

either a positive or negative. When controlled heating is applied we can have hard punches and screwdrivers that don't wear out quickly, but the trade-off is that they generally snap rather than bend when stressed. Similar applies to vehicular structures: a welded joint can become hard and brittle, and very brittle if rapidly cooled such as quenched in water. So with cyclic loads from a chassis that is twisting from engine torque, road shock, aero loads and vibration a chromoly joint is more likely to fatigue far more quickly than a ductile low carbon (mild) steel joint. 'Heat treating' the component by heating and slowly cooling can reduce the 'brittleness' and 'even out' the negative effects of the HAZ, but often the stress cycles of some alloy steels are far less forgiving than mild steel (the exception being certain steel spring alloys etc.).

So what is the moral of the story?

When buying a chromoly chassis or roll cage, consider that it will have a limited useful lifespan compared to a mild steel structure due to cyclic fatigue. This is why light (and not so light...) aircraft made from alloys have routine inspections and 'lifer' components. Also never quench any welded part in water unless you intentionally want it brittle, regardless of it being mild steel, Tig or Mig welded.

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.





Working Bee Wednesday 8th November

There will be a working bee on at the Maiden Gully
Clubrooms on Wednesday 8th November
beginning at 6.00pm.

Required items are whipper snipper's, rakes and
lawn mowers for a quick tidy up preparing for the
fire season.

Pizza will be delivered to feed the helpers
afterwards

Club Member of the Month

Name: Craig Hardiman

Occupation: Assets Inspector - City of Greater Bendigo

Years In BCC: 24 years

Favourite Venue Raced At: Phillip Island - Circuit Racing. A fantastic circuit with heaps of speed, can be unforgiving if you slip up.

Rallying - Mount Porepunkah Rally Sprint, as a very novice driver and navigator, we were lucky to have a good run and came 8th from 20.

Vehicles Of Interest You Own:

Nissan Skyline Silhouette GTS 1 SVD

1971 Datsun 1600

1999 Hyundai Excel Club Car

1971 Volkswagen Superbug

Best Motorsport Memory: The years that the Skyline GTR's ran in the Group A Touring Car Championship. An amazing car that was built to win and be within the rules, it was eventually banned from racing in Australia. It was a great few years for Nissan after running cars that just weren't as capable as the opposition. Luckily I can still enjoy watching them at the Historic Race meets.



Favourite Racing Driver: Mark Skaife and Jim Richards

Mark Skaife started out as a mechanic and totally understood how a car worked and could provide perfect setup data. Not the most liked but a very applied driver, he excelled in the GTR days - retired too early.

Jim Richards, can drive anything and bring out the best in it. Modest and an old school racer.

Before You Finish Racing You'd Like To: Do some competition laps at Bathurst. I've driven the circuit plenty of times in a road car but to race there would be something else. For those who haven't been there the TV doesn't do it justice.

Best Motorsport Achievement: The year I won the Bendigo Car Club Championship. It was a hard year with a full field at each event. Having always run a Datsun 1600 it was a big change going to a WRX that year. I wasn't the quickest but I was the most consistent and we had 3 drivers in the car at each event that year without any problems.

Feature Vehicle of the Month

Type of Vehicle: 1988 Nissan Skyline Silhouette GTS 1

How Long Have You Had It: 12 Months

Any Modifications: These cars were built by the Nissan Special Vehicles Division when new. They were upgraded with Bilstein suspension, HR31 front disk brakes, different camshaft, ported & polished head, extractors, oil cooler, 16inch wheels & tyres, body kit, scheel seats & momo steering wheel

What Events Is It Used For: Since I've had it the car has nearly been completely stripped. Although fully restored, I've gone over it making things as close to factory as possible. Even though the car is only 30 years old they are becoming very hard to find parts for. Some serious cruising and car shows are planned soon.

Best Result: No results for this one as yet, I don't think it'll be used for any competition other than some car shows. It did appear in Unique Cars as a feature car years ago which is where I first saw it.

Future Plans: I intend to start going to some of the Skyline events next year. There were 200 of these cars built when they were new, the numbers have declined over the years but interest is again climbing. Back in their day they were used by both the Victorian Police and Tasmanian Police Force as police pursuit vehicles.

If You Didn't Have This You'd Have: I've got too many cars now but if money was no object I would love to have an R34 GTR Skyline V Spec and a Subaru WRX STI from 98/99 added to the fleet.



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		
2001	Barry Farnell		



Tarregower Thank you

Hi All,

Grumpy Pete here again, just wanting to thank you all for your efforts at the Mt Tarregower Hillclimb again this year.

The weather was fabulous and we had a good entry of eighty one cars and forty four bikes, which was too many and slowed us down for the weekend, but at least they helped to bring spectators through the gate.

The two commanders in chief being Chris and Mick did a superb job of co-ordinating everything again. It was really heartening to see the turnout of officials to help with things. In fact I think we were embarrassed by the high number as it was hard to find enough to keep everyone busy. But with so many it lightened the load on everyone.

If I don't name you please don't think that we didn't appreciate your help as we did. To see so many members help was really great. Some made a full weekend out of it as Cheryl and Ken spent a romantic night, spending it in the bus on the top of the hill. The other stalwarts, the Hardiman family and the Rossi's also at their usual points. Also Dave, Mark, John H, Barry, Brendan, Rod and a cast of thousands.

A big thanks must also go to our generous supporter, Scott Innes, of Innes Motors, (please buy a car or even get a service from them just let him know how much he is appreciated.) Craig B, our event secretary and Annette our first aid girl, who had an easy weekend as no one got sick.

I could go on but I won't just a big sincere thank you to everyone who assisted even in a small way.

Don't forget Peter Snoz, who ticked the event off his bucket list by competing, (like to see the rest of your list Pete) and still has a grin on his face!

Thanks,

HAPPY Pete.



BENDIGO CAR CLUB

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 / Les- ley Smart
Vic Roads Club Permit Scheme	Craig Button, Mick Elvey, Peter Valentine, John Hardiman



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Club**

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