



CROSS FLOW

BENDIGO CAR CLUB
(BCC)

CROSS FLOW
March 2018

Presidents Report

We are up to March already and it will be a big month for our club. March 1st is our meeting night, March 4th is our first event for the year and 17th & 18th is our Working Bee and then comes Eddington Sprints and the Australian GP is on the same weekend. Talk about a big month.

Some new sub committees are being formed to help the general committee keep up with everything that is happening at present. Bagshot, the sporting committee and maintenance are possibly the biggest ones followed by the Canteen and Junior Development. Some of you (general members) may be approached to participate in them. If you are able to assist in anyway it would be really appreciated. A good one to be involved with would be Junior Development with Tony Moore, Rob Andre and Roger. Lets get things cranking. See you at the next meeting.

Yours in Motorsport.

Kevin Symons

Club President

Bendigo Car Club inc.

Upcoming Events

1 March	General Meeting 8pm	BCC Clubrooms Maiden Gully
4 March	Khanacross / Motorkhana	Bagshot Motorsports Complex
24 March	Eddington Sprints	Eddington, Vic
31 March	Easter Saleyards Dash / Motorkhana	Bendigo Livestock Exchange

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



Behind the Screen

Hi Members,

Welcome to March. Our February event kicked off the year with a great turn out for the working bee / test and tune. The working bee was held first up and was our best attendance yet at a working bee with members doing a great job to help out. General housekeeping around the Bagshot facility was carried out with a lot of slashing performed (thanks Peter Panozzo on his tractor, the man to see for all your slashing needs), bins cleaned, raking and levelling as well as washing and carrying out maintenance on the junior cars. A BBQ lunch followed for everybody (thanks to those who helped in the canteen) before the test and tune started in the afternoon. A number of runs for everyone to try out their cars with some finding their limits very early in the season. A great day was had by all, thanks again to those who helped out with special thanks to Chris Hume and Daniel Rossi.



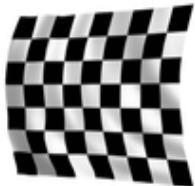
The presentation dinner was held the night before with congratulations going out to Brad Hall on being Club Champion for 2017. It was a three way battle for first, the weapon of choice being a Subaru WRX with John Hardiman coming home 2nd and Brendan Paynting rounding out the top three. Well done on your placings and congratulations to the other members for class wins and round wins. For those of you who were unable to attend the presentation night, your trophies can be picked up at the meeting on Thursday night.

March will be quite a busy month as I'm sure President Kevin will fill you in on Thursday. There will be a need for a further working bee following works that have recently been undertaken at Bagshot so if you can help out it will be appreciated by the club.

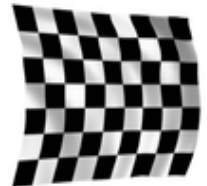
As per usual, we are always looking for a feature person and vehicle for the monthly newsletter. If you would like to do this, check out the clubs Facebook page and answer the questions we have posted there, send it back and we will make sure you are featured.

Hope to see you at the meeting on Thursday,

Behind the screen—Craig Hardiman



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: Chris Hume

Occupation: Manager

Years In BCC: 14 Years

Favourite Venue Raced At: Bagshot Motorsport Complex but Deniliquin has to be up there as well.

Vehicles Of Interest You Own: A 1980 Ford Escort RS2000, 2 Door. In storage and in undercoat at the moment. The long term plan is to restore it completely get it back to it's original paint colour and put it back on the road. I've owned this car for about 10 years and only driven it half a dozen times. So I am really looking forward to the day that it happens.

I've also got a 2 door which is the car I started competing in many years ago, which was my road car for many years (28 in total) and I have owned twice and would like to get back on the track.

Best Motorsport Memory: Sandown 1970 something, Formula 5000's. Watching Alfie Costanzo front row start. Slow start off the line and about half a lap behind when he finally got underway then passed the field and won by half a lap. That was magic!

Favourite Racing Driver: No particular favourites in the current crop, but Jack Brabham would have to be up there for building / designing his own car and winning the world driver's championship a couple times.

Before You finish racing you'd like to: Win Lotto and get the RS back on the road!

Best Motorsport Achievement: Club 2nd Outright 2016. Pretty happy about that against all of those 4WD'S





Feature Vehicle of the Month

Type of Vehicle: Ford Escort Mk 2

How Long Have You Had It: Had this one for approximately 12 years

Any Modifications: Not many, interior removed , half cage, race seat & harness, a bit of work on the engine & suspension also a few changes to the wiring loom.

What Events Is It Used For: Motorkhana, Khanacross and Autocross.

Best Result: Won a couple of class B club championships and second outright in the 2016 club championship

Future Plans: Keep the wheels turning and facing down. Just keep on plugging away having fun.

If You Didn't Have This You'd Have: It would have to a BDA Escort, and a serious budget to go with it.



Ford Escort Mk 2



Safety Helmets By Pete Valentine

The purchase of a safety helmet is usually a process that we put little thought into. It is usually just a trip to the local motorbike shop, what have they got on special, does it fit, yep, is it cheap, yep, then that will do. Problem is that if you are participating in motor vehicle sport then that helmet is probably not suited to the task you want to apply it to.

For a start it is most likely that the helmet will be an AS 1698 standard which while fulfilling the safety regulations was really designed for a different purpose. These are really only suited to motorcycle use. The lining in this standard of helmet is made from nylon which as we all know burns and melts easily, giving you less exposure time in the event of a fire within the vehicle to escape safely. Strangely enough these types of helmets are only designed for a single impact. That is your head hits an object once and the padding within does its job and is over. Most car accidents may or will involve multiple impacts as in a rollover or rebound of another vehicle or barrier, so the lining is designed to absorb more G forces.

An automotive helmet designed specifically for motorsport has an FIA, Snell, SFI or BS rating and as such will have a lining made from nomex fire rated material. Just be careful that a Snell SA rating refers to motorsport and a Snell M rating applies to superkarts. It will also be designed to fit in a more "snug" manner. When you test fit the helmet try to pick one that feels more tightly or in touch with the crown of your head rather than your cheeks. The crown of your head is where the hardest impacts will occur doing the worst damage. The padding can usually be adjusted in a good brand helmet to suit the other areas of your head to enable the correct fit. The lining of the helmet will only remain fire retardant as long as you look after it. Sweat is the big killer of a helmet lining so after use make sure that you air out your helmet, don't fill it with dirty socks and gloves and stick it back in the bag till next time. Scrutineers also hate that! The lining can be washed but don't use soap or other harsh detergents as these will kill the fire rating of a helmet. Do a Google search and you will find products that will clean and keep your helmet smelling fresh. Most professional drivers have a device that they can sit the helmet on and it will blow air through to dry out the lining, but just hanging it in an open environment will help.

Decorations of a helmet is permissible, but only with the correct paints, consult the manufacturer's instructions and if you do want a fancy paint job then definitely use someone who performs this task professionally. Don't put stickers on your helmet as the adhesive from these may break down the structure of some polycarbonate and fibreglass helmets. Modifying a helmet to put a go pro, communications set or an air vent is NOT recommended as the integrity of the helmet will more than likely be compromised. As much as a scrutineer hates to admit it dropping your helmet onto the ground rarely does a lot of damage to it. The lining of the helmet is what is designed to absorb and dissipate the impact so a drop on the ground won't damage that lining. By the same respect don't let it fall as deep scratches and gouges can weaken the shell so that in an impact it may split the helmet lessening its effectiveness. A helmet is an expensive purchase, look after it and keep it in a soft lined bag.

Another safety must is a frontal head restraint, commonly known as a HANS device. Helmets should come with pre fitted posts to take a FHR from the manufacturer. Don't drill holes to fit them yourself or do as I have seen and attach the posts with tek screws. At present stage most people consider these devices as not required for club level events but after seeing the effectiveness of these items and wearing one, you will change your thoughts.



Even an impact in an autocross or similar event the sudden deceleration of your car can result in a G loading of up to or above 5 G's. That is your head will feel as heavy as a bowling ball and with the momentum you had just a few seconds ago that will try to rip it from your shoulders creating untold physical damage. If you have tried a HANS device and found it difficult to get used to look at the Simpson hybrid this attaches to your body and allows easier manoeuvrability within the car and I believe now has an FIA approval.

As an interesting aside is apparently Simpson were contacted by Ford America with regard to their test drivers using the hybrid device in the course of new and high speed vehicle test driving. Simpson informed them that the device had not been intended or certified for 2 inch lap sash belts; Ford informed them that they had tested it with this style of belt and the independence met specifications so now all their test drivers use the hybrid device.

Full face or open face is also a debate that many people have. Choose a helmet that suits what you want to do not what your favourite driver wears. Some sections of competition dictate by necessity what style helmet you will wear. Off road, with dust you will need a full face with a fresh air pump so that determines what you buy. Rally guys usually like an open face helmet and some brands also have inbuilt communications. Choose wisely as a good helmet when looked after will last a club level competitor a considerable time. To determine what level helmet standard you need check the apparel regulations for the controlling body that you participate under or talk to your friendly scrutineer, we are always willing to help.

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		



2017/18 BCC Committee Members



President
Kevin Symons



Vice President
Chris Hume



Treasurer
Tony Moore



**Assistant
Treasurer**
Craig Hardiman



Secretary
Daniel Rossi



**Assistant
Secretary**
Robert Andre



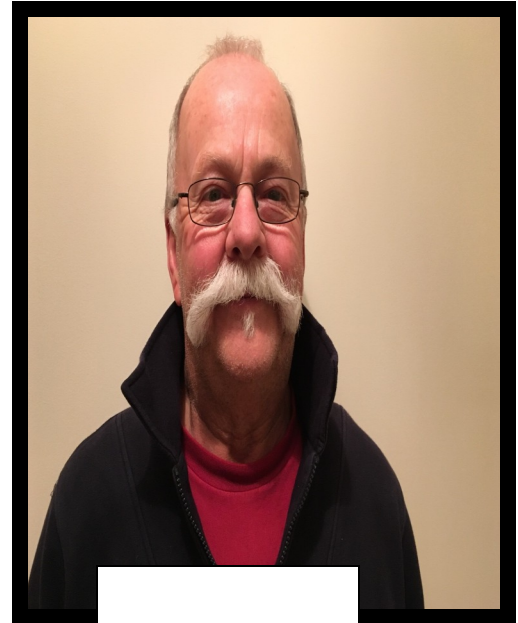
2017/18 BCC Committee Members



**Membership
Secretary
John Strauch**



**Property Officer
Nick Boswood**



Peter Weichard



John Hardiman



Darden Brown



Brad Hall

2017/18 BCC Championship Results

1st Outright Brad Hall

2nd Outright John Hardiman

3rd Outright Brendan Paynting

1st Outright Lady Annette Reffold

2nd Outright Lady Aailyah Mouat

1st Junior Khanacross Rhys Wagner

2nd Junior Khanacross Tamika Mouat

3rd Junior Khanacross Adam Button

1st Class C Rod Martin

2nd Class C Rob Andre

3rd Class C Brett Ritchie

1st Ladies Khanacross Tamika Mouat

2nd Ladies Khanacross Aailyah Mouat

1st Class A Craig Hardiman

2nd Class A Steven Lane

3rd Class A Peter Hardiman

1st Class B Peter Panozzo

2nd Class B Chris Hume

3rd Class B John Strauch

1st Class D Brad Hall

2nd Class D John Hardiman

3rd Class D Brendan Paynting

1st Motorkhana Outright Rhys Wagner

2nd Motorkhana Outright Connor
Stephens

3rd Motorkhana Outright Aailyah Mouat

1st Motorkhana Ladies Aailyah Mouat

2nd Motorkhana Ladies Lucy Allan

3rd Motorkhana Ladies Tamika Mouat

1st Outright Junior Rhys Wagner

2nd Outright Junior Aailyah Mouat

3rd Outright Junior Connor Stephens

1st Class D Motorkhana Annette Reffold

1st Outright Lady Tamika Mouat

1st Class B Motorkhana Mark Baker

2nd Class B Motorkhana David Baker



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Editor of Cross Flow
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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	John Hardiman / John Orr / Mick Elvey / Craig Button



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CONFEDERATION OF AUSTRALIAN MOTOR SPORT