

OWN THE ROAD



In Pursuit of happiness

Club member Chris Lykokapis details Part 1 of his P250 resurrection story.

My Nationals Journey

Tony, our Vice Pres, fills us in on his Nationals experience.



Bathurst Club Run

Martin Goff recounts a great club run out to Bathurst with the NSW club members.

CONGRATULATIONS TO OUR 5 AND 10 YEAR MEMBERS

10 YEAR SERVICE AWARD

Alan Gresham

Martin Goff

Malcolm Margetts

Tim Mann

Shayne Taylor

Andy Christie

Godwin Galea

Rob Hordyk

Andrew Bronier

Martin McDonald

Geoff Van Gameren

Kevin Sampson

Karl Mould

Roy Van Gameren

Ron Duffield

Darren Hogben

Karen Mould

5 YEAR SERVICE AWARD

Tony Elkins

Luksich Maurice

Marty Faulkner

Allen Roberts

Stuart Rohde

Phillip Utteridge

Stuart Hanley

Mango Kreljak

David Keenan

Claude Paul

Lyndon Ratcliffe

Raymond Erhardt

Werner Chelvaratnam

George Smith

Andrew Jakovich

Robert Ferguson

Craig Murphy

Phillip Ruf

Robert Hicks

Jason Buckley

Barry Pitt

David Collins

Neil Richardson

UPCOMING EVENTS

Be in the know of what is happening in your state; cruises, shows and club meetings. Click [here](#) to head straight to the full events calendar on the website.

CRUISES & SHOWS

CLUB MEETINGS

MARCH

VIC Sun 17th March
Geelong All Ford Day
More info on Page 34

NSW Sun 24th March
Club Run to Morpeth
More details coming soon!

APRIL

VIC Sun 14th April
Ballarat Cruise/Lunch
More details coming soon!

Wed 10th April
April Club Meeting [More info](#)
Teleconference, 8–9pm AEST

MAY

NSW Sun 19th May
Club Run to Huskinsson
Save the date – More details to come!

VIC Sun 26th May
Garfield Cars and Coffee
More details coming soon!

JUNE

VIC Sun 16th June
Macedon Ranges and District Motor Club
Coffee 'N' Cars

Wed 12th June
June Club Meeting [More info](#)
Teleconference, 8–9pm AEST

LATER IN THE YEAR...

VIC Sat 7th – Sun 8th September
Cruise to Echuca
Stay overnight and home Sunday via Shepparton MOVE

Note: Make sure to check the website for the latest information about club events. These details are accurate as at 28/02/24, but are subject to change.

CLUB COMMITTEE

Get to know the team that runs your club

EXECUTIVE COMMITTEE



Andrew Bronier
President
president@tseriesclub.org



Tony Elkins
Vice President
vicepres@tseriesclub.org



VACANT
Secretary
secretary@tseriesclub.org



Andy Christie
Treasurer, Membership
& Merchandise
treasurer@tseriesclub.org



Alan Gresham
Webmaster
webmaster@tseriesclub.org

STATE EVENT REPS



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Tasmania Event Rep
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Tony ELkins
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New South Wales
Event Rep
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Stuart Rohde
Australian Capital
Territory Event Rep
act@tseriesclub.org

MEMBERSHIP DETAILS

ANNUAL SUBSCRIPTIONS

- The committee shall prescribe annual membership fee annually.
- The fees are payable annually in advance on or before July 1st each year.
- Any new member who joins on or after the 1st of January shall be required to pay a pro-rata membership fee as prescribed by the committee at the time. *
- Failure to pay the annual membership fee by the 1st of September will mean loss of membership number and cancellation of club information until the fees have been paid in full.
- Upon joining as a member, the annual fee (\$70) and one-off joining fee (\$50) are payable to the club.

*Applications received after 1st January and before 1st April, need only remit 50% off the annual renewal fee. (ie Send \$50 joining fee + \$35 annual fee so a total of \$85)

Each new member receives a Welcome Pack consisting of;

- 1 x Membership card - numbered
 - 1 x Baseball Cap, Custom Made
 - 1 x Key Ring
 - 1 x High quality vehicle sticker
 - 4 x quarterly editions of the digital club magazine "Own The Road"
- And a quantity of Club recruitment cards to pass on to potential members. Additional quantities of the merchandise items are available for purchase - see www.tseriesclub.org for details.

Click [here](#) to download a membership form with further details.

IMPORTANT LINKS

T Series Club of Australia Website

www.tseriesclub.org

Facebook Public Group – T-Series Club of Australia

<https://www.facebook.com/groups/TSCoA/>

Facebook Members Only Group – T-Series Club Members only group

<https://www.facebook.com/groups/1237843696388981/>

COVER IMAGE

Club cars at the Canberra Space Station, by Tony from the 2023 Capital Country T Series Nationals

EDITOR'S WELCOME

Hi all! Welcome back to the first edition for 2024 of Own the Road–The Official Magazine of the T-Series Club of Australia.

I hope you all enjoyed a good summer and holiday season! We've got a great edition lined up for you with content from members and committee. Enjoy!

As always, please let me know if you have any questions, concerns or feedback about anything within this

mag. This is your mag, so if you ever have anything you want to share with your fellow club members and would like to see published; words, photos, ideas etc. please it send through!



Sam Ward
Club Magazine Editor
editor@tseriesclub.org

President's Report

2023 - what a year that was! We are firmly back into the swing of things after the return of the 2023 Nationals in Canberra, with early planning already underway for South Australia in 2025. We've had good representation at All Ford Days around the country and local events; a great way to catch up with old and new friends since Canberra.

With plenty of events coming up this year, some planned and some ideas (which we always love receiving suggestions for!), now is the time to

pull the cover off your T or P and enjoy Owing the Road wherever they may take you. If you can count on one hand the times you've cracked out your T or P in 2023, set yourself a challenge to do it at least once a month. There are some beautiful cars in our club, and a legion of followers and appreciators out on the road who would love to see them. If you need help with any fixes to make that happen, help from your fellow club members is only a couple clicks away.

This edition we have a few stories to share that are a long time in the making. Both Tony and I have been avid AU owners for some time, owning several in the last 10 years but took quite different paths to the T's we own today. Read on to get the full story for both!



Andrew Bronier
Club President

Vice Pres Report

Welcome to the first issue of own the Road for 2024. We are hoping this will be a great year for the club as the committee works behind the scenes make things more accessible and more fun for us all. The course of the you will receive all correspondence must in the form of email coming events and other notifications of you not receiving these please let us know so we can make

sure our database up-to-date. Will also be including past members in our mail outs to ensure that their passion does not subside.

It's also worth noting that we are still looking for office bearers or even just people to help out with events be that through organising or even just simply suggesting to the committee thinks it would like to do.



Tony Elkins
Club Vice President

Treasurer Report

Hi fellow members.

Another reminder that I will not be standing for any Committee positions at the AGM in August, 2024. I have been Treasurer for ten years now, and have also been Membership and Merchandise Officer for almost as long. Coordinating the club magazine commenced with our first edition in October 2020. My plans for the future do not allow me the time required to commit to the roles so I will be standing down at the end of this financial year.

I encourage you all to consider becoming a committee member. New members invigorate and bring fresh ideas along.

The club bank account balance as of 26 January, 2024, was \$11,385.20

PayPal balance was \$19.18

Incoming monies have been from merchandise and 2023/24 new memberships.

For all merchandise, new memberships or membership renewals please go online and use the club store, www.tseriesclub.org/shop. Payments can be made via EFT or PayPal.

For members who prefer EFT payments the club bank details are:

Account name:
T Series Club of Australia Inc.

BSB : 083-668
Account: 94 677 1156



Andy Christie
Club Treasurer

Membership Report

At the end of January we had 60 financial members across Australia and New Zealand, down from our total membership of 75 last year.

Since my last report, we have had two new members join. Welcome to:

Peter Schlegel, QLD
Silhouette T3 TE50

John Williams, VIC
Narooma T2 TE50

Membership renewals were due on July 1, 2023, so if you have forgotten to pay your membership, and still wish to be a financial member of the T Series Club of

Australia, click on [THIS LINK](#), to renew. It is still only \$70 for a year membership, (a less than you will pay for a tank of fuel!)

From January 1, new members can make a pro rata payment of \$85 for a six month membership, which includes their membership pack. A membership renewal of \$70 will then be due on 1 July 2023.

You can still be a member of the club, even if you no longer have an eligible car. Simply pay your renewal, let me know you that you no longer have your car, and I will change your membership

status to Associate member.

If you are not sure if you if your membership is still current, or have any queries regarding membership, feel free to contact me.

Cheers

Andy



Andy Christie
Membership Officer

Merchandise Update

Hi all. We still have stock of most lines in our merchandise range.

Own The Road decals are popular, and so are the two different ute Own the Road decals. One with sport bar and the other without. For \$7 including postage these are a bargain! [CLICK HERE](#)

[Stubby holders](#) and a few [skateboard decks](#), are still available. They look

fantastic in any man cave or on top of the display cabinet.

All orders placed for stubby holders or skateboard decks will receive a free T Series 2023 Nationals key ring!

If there is something you would like to see for sale in our store, feel free to contact me, merchandise@tseriesclub.org or any

other member of the committee, and we will see what we can do.

Cheers



Andy Christie
Merchandise Officer

Here is a quick rundown of some of the merchandise items available.

Click any image below to take you straight to the website.

If you do not find anything that you like, head to our [SpreadShirt store](#) and customise your own. We reinvest our funds into OEM quality badges and parts to sell for members.



NEW Own the Road Decals (3 styles) – \$7.00



2023 Capital Country T-Series Nationals Stubby Holder – \$10.00



2023 Capital Country T-Series Nationals Display Deck – \$75.00

What does your VIN number tell you? & how to decipher it!

Ford Australia have used the same basic system for chassis numbers on Australian assembled vehicles since the early 1960s. When Australia went to mandatory 17-digit VINs in 1989, the Ford chassis numbers became 17-digit VINs by the addition of 6FPAAA ahead of the original numbering system. Apart from some L-series (Louisville) trucks fitted with other brands of engine, engine numbers match the VIN with the 6FPAAA omitted.

Lets break down VIN 6FPAAAJGSW2U52812 using the table below:

Position	Sample	Description
1	6	World Manufacturer identifier
2	F	
3	P	
4	A	Fixed padding (Always AAA)
5	A	
6	A	
7	J	Platform origin
8	G	Production location
9	S	Model code
10	W	
11	2	Year
12	U	Month
13	5	Sequential number
14	2	
15	8	
16	1	
17	2	

World Manufacturing identifier (WMI)

The WMI is a unique three-digit code that identifies the country of origin. Examples are:

6FP	Australia	Ford Australia
6MP		Mercury Capri made by Ford Australia
7A5	New Zealand	Ford New Zealand
8AF	Argentina	Ford Argentina
8XD	Venezuela	Ford Motor Venezuela
9BF	Brazil	Ford Brazil
94T		Troller

Australian platform origin

The platform code (position7) indicates the origin of the underlying platform on which the vehicle is built, even if the body was locally designed.

VIN code	Origin
A	North America
C	Europe or Britain
J	Australia
U	Japan (Mazda)

Australian production location

The production location (position 8) identifies the Assembly Plant location

VIN code	Location
G	Broadmeadows (main line)
H	Brisbane
K	Sydney
L	Broadmeadows (secondary line)

Australian model code

Vin code (pos 9)	Vin code (pos 10)	Model
S	W	Short wheelbase sedan
L	W	Long wheelbase sedan
C	M	Ute
W	A	Station Wagon
A	T	Territory

Model year

The model year is encoded in position 11 (position 10 of North American VIN codes.) Besides the three letters that are not allowed in the VIN itself (I, O and Q), the letters U and Z and the digit 0 are not used for the year code. Subsequent years increment through the allowed letters, so that "Y" represents the year 2000. 2001 through 2009 are encoded as the digits 1 through 9, and subsequent years are encoded as "A", "B", "C", etc.

VIN code	Years
A	1980, 2010
B	1981, 2011
C	1982, 2012
D	1983, 2013
E	1984, 2014
F	1985, 2015
G	1986, 2016
H	1987, 2017
J	1988, 2018
K	1989, 2019
L	1990, 2020
M	1991, 2021
N	1992, 2022
P	1993, 2023
R	1994, 2024
S	1995, 2025
T	1996, 2026
V	1997, 2027
W	1998, 2028
X	1999, 2029
Y	2000, 2030

1	2001, 2031
2	2002, 2032
3	2003, 2033
4	2004, 2034
5	2005, 2035
6	2006, 2036
7	2007, 2037
8	2008, 2038
9	2009, 2039

Ford month codes (position 12)

Month	1968	1969	1970	1971
	1972	1973	1974	1975
	1976	1977	1978	1979
	1980	1981	1982	1983
	1984	1985	1986	1987
	1988	1989	1990	1991
	1992	1993	1994	1995
	1996	1997	1998	1999
	2000	2001	2002	2003
	2004	2005	2006	2007
	2008	2009	2010	2011
	2012	2013	2014	2015
	2016	2017	2018	2019
	2020	2021	2022	2023
	2024	2025	2026	2027
	2028	2029	2030	2031
January	B	J	L	C
February	R	U	Y	K
March	A	M	S	D
April	G	P	T	E
May	C	B	J	L
June	K	R	U	Y
July	D	A	M	S
August	E	G	P	T
September	L	C	B	J
October	Y	K	R	U
November	S	D	A	M
December	T	E	G	P

So from the charts we can deduce that this Australian short wheelbase sedan was built at the Broadmeadows Assembly plant in the month of June, 2002.



In Pursuit of happiness Part 1

THE STORY OF RESSURECTING A PURSUIT P250

When I started my detailing business (Peak Car Detailing) in September 2017, I never really thought about the types of cars I would be working on. I just wanted to turn my passion into a business and enjoy what I love doing daily.

Along the way I've met many lovely people who love their cars and want to keep them looking their best. The most pleasing part is that some have also become lifelong friends.

The Pursuit P250 came up in conversation over a coffee with one of those lifelong friends (let's call him Baz).

'What do you think of this?' he asked. He was on the Lloyds auction site and we were viewing a sorry looking P250 with a half torn white plastic cover on the front bar, about an inch of dust covering the Silhouette paint work (with many paw prints!) and cobwebs in all the wheel wells.

Many would probably scroll past to the next car but both of us could see there was more to its scruffy exterior. For starters, it was a manual. It had the optional Brembo brakes and hard lid plus leather seats and 6 stack CD player made the interior a nicer place to be. But the icing on the cake was that it had never been registered and it only had 39km's on the odometer (38 of those driven by the team at Tickford/Ford).

Baz has owned a couple of AU Tickfords in the past. He has a low mileage Blueprint T3 TS50 in his collection and it was Baz who I bought my Venom T2 TE50 from back in 2018. So we both love and appreciate all the V8 variants produced by Tickford at the time.

It was agreed that we'd both go and see it in person following a call from the team at Lloyd's in Melbourne. You see, Baz had been the second highest

bidder on both the occasions the car was listed for sale however the winning bidders became 'uncontactable' after each of the auctions.

On arrival I was tasked with assessing its condition while Baz got the back story on the car. Coming from a deceased estate, the original owner purchased the car from the local Ford dealership where he lived. He requested it be trucked/delivered straight to his home without any pre-delivery work. It was then put in a shed until his passing. It has never been registered.

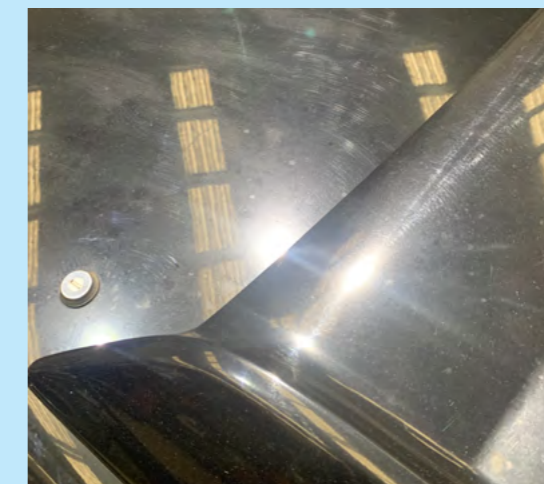
The dust on the car made it very difficult to accurately assess the condition of the paint but I could see lots of swirl marks and fine scratches, most likely as a result of it being dry wiped. There was some slight oxidation and the hard lid had some deeper scratches in certain areas. The interior



was perfect other than some light surface dust. All the original pre-delivery stickers were still on the car plus interior plastic seat covers, steering wheel cover and the carpet mats were still in their plastic bag. A quick start to make sure the engine wasn't seized or had any major knocks confirmed to Baz that this would become a new addition to his collection.

After the deal was done, it was trucked to Superbird Enhancements in Dandenong South where Ange went over the whole car mechanically. It received fresh engine oil, brake fluid, coolant and premium fuel while parts replaced included plugs, fuel pump, fuel filter and engine filter. From there it was delivered to Baz's factory for the detailing process to begin.

CONTINUED ON THE NEXT PAGE



STAGE 1

Before the first stage of decontamination could begin, all external stickers were photographed and then carefully removed.

I tend to have my standard process when it comes to washing a vehicle however it's usually tailored based on the condition at hand.

First was just a pressure wash to get rid of as much dust and debris from

the car. It was then followed by a pre-wash snow foam (including engine bay) using CarPro Lift. This is a slightly more concentrated (alkaline) pre-wash foam agent that dissolves and softens dirt and grime so it can be easily removed during the wash stage.

While the foam was doing its thing, I turned my attention to the wheels/tyres and inner wheel wells. I used Shine Supply Wise Guy on the tyres and inner plastics and Nv Purge on the wheels. The main aim was to give these a quick clean for the moment as I would be

removing all wheels and giving them a thorough detail later.

After about 10 minutes I rinsed the foam off the car and then began the hand wash using a CarPro DabDab wash mitt and CarPro Descale. Descale is a versatile acidic shampoo which tackles mineral deposits and removes any sealants or waxes. As this car hadn't been to the dealership, I was confident there hadn't been any paint protection applied but it was more precautionary than anything else.

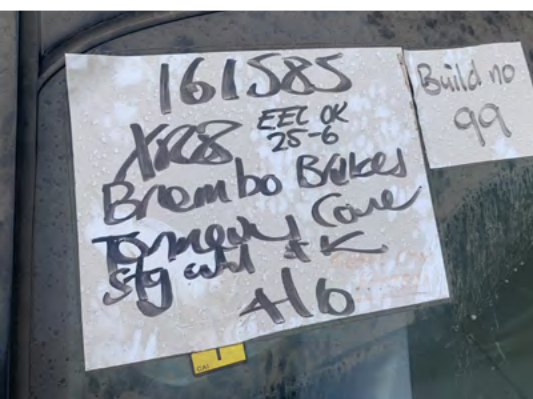
and make the paintwork as smooth as possible. Each panel was then flushed with water. Clay bars/cloths tend to leave slight marring, but I wasn't too concerned about this as it would be removed during the paint correction process.

After claying the entire car (including glass), I then mopped up the bulk of the water using an Aquatouch Bigfella drying towel. To get water out of all the nooks and crannies, I fired up my BigBoi blower and pushed out any residual water. This was particularly important for the engine bay as I needed to

blow out any moisture from electrical connectors.

With the paintwork clean and dry it was moved back into the factory to inspect the virgin paintwork. The swirl marks and holograms were very evident and mixed in with that was the light oxidation and clay marring. Needless to say I was super excited to get into the paint correction stage but that story will have to wait until the next issue of Own The Road.

CHRIS LYKOKAPIS
CLUB MEMBER



...BUT THAT STORY WILL HAVE TO WAIT UNTIL THE NEXT ISSUE OF OWN THE ROAD.

VIC Christmas Brekkie

VIC



On December 10, at around 8:30am, some of our Victorian members caught up for breakfast at Hays Paddock in East Kew. Previously, our annual bacon and egg Christmas get together, supplied by the club, had been held at Studley Park, but due to civil construction works there, including the car park, we changed the venue.

We struck it lucky with the weather, as it had been raining the night before the event, and the morning was overcast but the temperature was quite comfortable.

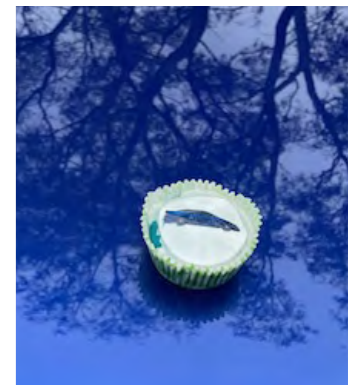
All up we had six cars along for the event, five Ts and Rods P250.

Great to see John Bachmayer, Donna Quinton, George Smith and Rose, Rod Carter and Maggie, Tony Elkins and Ann, and Alan Gresham all come along.

A special thanks to Tony and Ann for providing the Narooma Blue TE50 cupcakes for those who attended.



Andy Christie
Club Treasurer



2023 NATIONALS. MY JOURNEY.



for the right car to replace my old TS 50. Cars that met the brief were very thin on the ground. A bit of banter here and there with particular sellers had led to nothing. Then along came the opportunity to pick up a Blueprint, manual Series III car with lowish kilometres seemed like the right thing. The only concern lay in the fact that it was in Sydney, and had been quite highly modified and to the extent that it had a complete new aftermarket engine. It was fair to say this was built as "a spare no expense" with all the right brand-name parts. All of the feedback on the car was that it was immaculate condition and an absolute beast. Both these things proved to be true.

A deposit was paid in November 2019 and off to Sydney we went to collect the car after a final inspection. It was fair to say that the car was very well-kept, paint panel interior trim was all very well looked after. Also important to me that it came with the original engine, albeit in a disassembled state.

But it meant we could make the 2020 T series Nationals in Canberra!

So we bought the car and headed home to Melbourne with the obligatory stop for a picture at "Elk's Hunting and Fishing" in Albury.

This is where we realise what beast we had purchased. We knew it was loud, but not so loud that at highway speed you cannot listen to the radio. That was a bit of a shock. We also knew it would be a bit thirsty, but three tanks of fuel about 30l/100 to get home was thirstier than even I expected.

It turned out it highway cruising was its economical state. Around town that increase to about 70l/100. Apparently Range Anxiety is not limited to EV's. So as we were trying to work out what to do, to turn a race car back into a road car. The world changed. Covid



This is by no means a full account of the 2023 capital country Nationals. It is simply my journey to get there and home.

Having been a long time T-Series tragic, with the purchase of my T2 TS50 in Feb 2001, and having been to Nationals events at the Great Ocean Road, Barossa Valley, Tasmania, and Bathurst. I was very well aware what a great time is had and what a wonderful bonding experience with like-minded enthusiasts these events become. Friendships are forged that are far greater than the cars themselves. But as things happen, and life gets in the

way, my last nationals for a time were the 2014 event at Bathurst. As I sold my T2 TS50 the end of 2014. Although it did get to go to the 2016 Nationals. Entered by its new owner.

One of my favourite pictures of my T2 is this one going through McPhillamy Park at the top of the race car circuit at Bathurst, where you can just see a little bit of daylight under my left rear wheel. Oddly enough I didn't think I was going that fast at the time.

Fast forward to 2019, and the hankering to have another T-Series had not gone away. And so I began looking around



19 arrived. And of course, the 2020 Nationals were cancelled. The nation and especially Melbourne, Victoria were in lockdown.

Owing to lockdowns we have not really done anything with the car. We had it out for the occasional local cruise but in January 2021 is when disaster struck. The engine developed a knock. Subsequent inspection found it needed a complete rebuild. The details of which are in a previous issue of the magazine. But owing to shortages in parts supply and access to machine shops et cetera due to ongoing lockdowns it wasn't until November 2021 we got the car back. (I would like to take a moment to thank all those involved in diagnosis transportation and repair of the car I won't name names but you know who you are).



been locked down for a while so a short trip in the Ute to Thredbo was in order. Now I can say I have scaled Mount Kosciuszko, although to be fair it's not Mount Everest.

On to 2023, and the capital country National's are go. The TS50 was ready, new engine new exhaust detailed, and off we go.

As luck would have it, we still had some teething issues, as is the way when you're playing the 20 year old cars. On the way to Canberra, and we had a rear wheel bearing fail, but thanks to the fantastic efforts of Ray and Andrew, we were back on the road in no time. Then the next day, we fouled a set of spark plugs. But the simple change to a cooler set of plugs has us back on the road, in no time.

The event itself was a blur of catching up with old friends, examining the details of each others cars, sightseeing of our nation's capital, cruises through the countryside, dinners with the club members, and of course the inevitable bench racing sessions is what came to be known as "Club 519" which was of course just one of the cabins. And laughs, lots and lots of laughs. Because in the end the cars are only a small fragment of what makes up the club, it is the people and the friendships that make it really worthwhile.

I'm looking forward to 2025.



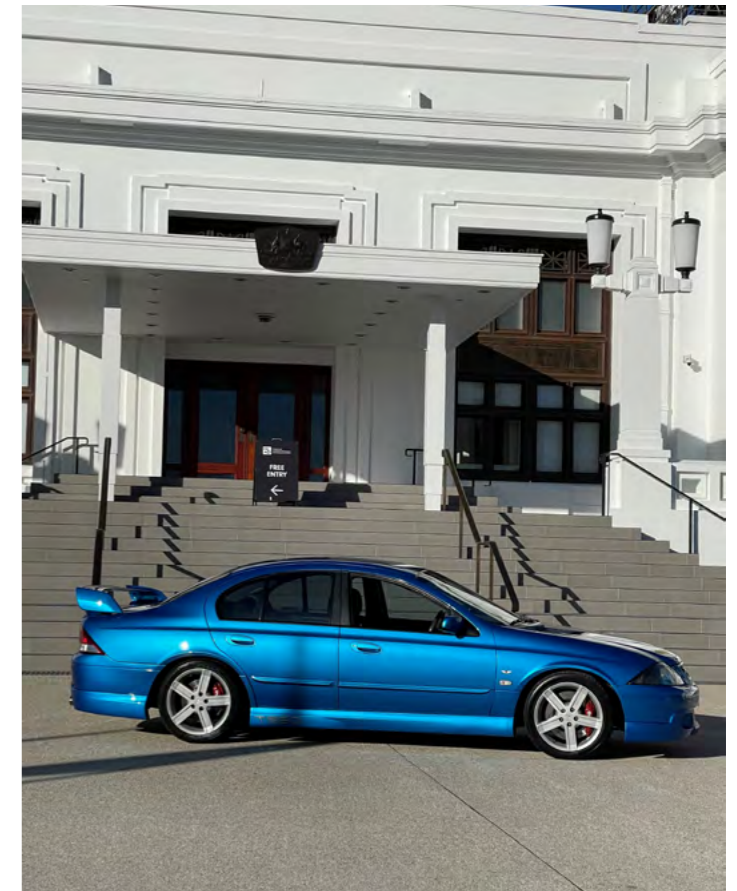
Tony Elkins
Club Vice President

Then back to the Nationals, the Covid 19 pandemic stops the 2020 nationals from proceeding but also the rescheduled 2021 and 2022 events. Then rock on the 2023, and it's fair to say we were quite keen to go.

In the second half of 2021 it looked like it was all coming to an end, we thought what better way to get to Canberra than over the high-country via Khancoban, Thredbo and Jindabyne. This of course was not to be, as one last wave of infections and lockdowns swept through New South Wales and then Victoria. Sadly the organising committee was left with no option but to yet again postpone the Nationals until 2023.

As an aside, we had prepaid our accommodation in Thredbo and we





Club Run to Bathurst

NSW

Part 1

T-riffic day, brisk early morning drive to Bathurst and a huge effort by Shayne Taylor and Shaun to come from the Hunter Valley area to join myself and Jason Buckley for breakfast at Sweet Caramel cafe, the meals and service was excellent, they said the coffee was great too I'll just have to take their word on it.



Part 2

So after a delicious breakfast we headed over to the Bathurst Rail Museum and it's very impressive and little Jack was excited seeing the massive train set depicting the surrounding countryside of Bathurst and with the help from his dad, Glenda and Alyssa he had to find certain places, people, cars, etc throughout this extraordinary train set, we all loved it. The history of the Bathurst Railway lines is amazing and recommended to check it out





Part 3

So of course when in Bathurst you have to do a lap of Mt Panorama. Definitely a great view and we picked up a few hitchhikers well they needed a lift home!

Then to the Oxford for a feed then travel on home with the outside temperature a little warm but no sweat for our TS50.

Once again thanks to everyone who came along we had a fantastic day and great company, conversation and food, Yes it's true, we do "Own the road".

Cheers,



Martin Goff
New South Wales
Event Rep



ACT Report

ACT

Hello fellow members.

Welcome to the first ACT Report for 2024. I trust everyone had a safe and enjoyable Christmas/New Year break.

For our club members, it has been quiet for club activities. We did have a small Christmas party back in November with our friends, Ford Performance Club of ACT.

We managed to have all 3 members present, along with a surprise visit from our Club President who joined us for the day from Sydney.

A great day was had where we enjoyed some slow roasted/smoked brisket courtesy of Mr Ray Arbon, our "Spirit of the T-Series Nationals" winner from last year's Nationals.



I look forward to getting out to many more events in my Pursuit 250 in 2024. Stay safe all. Regards,



Stuart Rohde
ACT Event
Representative

Victorian Event Report

VIC

Well, 2024 is going to be a very big year for the T-Series club and the cars themselves. The first of which were built in 1999 which means that they will be soon 25 years old.

To that end, here in Victoria that means that under the club permit scheme they can be registered as limited use with club permit registration. So, the Victorian chapter of the T-Series club is registering to become an authorised VicRoads approved club. That means you can get special burgundy coloured "H" numberplates, which will restrict the use of your vehicle to 45 or 90 days, but your annual cost to register your car will drop from about \$880 to as little as \$80 per annum. There are rules and regulations and requirements involved in the scheme, including an initial roadworthy assessment and an annual inspection by the clubs authorised officer(s). There is also a category for modified vehicles, these will require an engineer sign off as well as a roadworthy. These are VicRoads requirements not ours. Further details can be seen by clicking on the below

link. Additionally, VicRoads were very clear that the 25 years is measured from the date of build of your car. If it was built on 15 October 1999, you are not eligible for club registration until 16 October 2024. It is VicRoads requirement that you be a financial member of the club, and of course we intend to enforce that rule. Also, for financial members of the club, we will allow the registration of eligible non-T-Series vehicles using the scheme.

<https://www.vicroads.vic.gov.au/registration/limited-use-permits/club-permit-scheme>

Since our last issue of the club magazine with had two good events with a run to the Broadford cars and coffee, and our annual Christmas get together. Andy wrote a report on each which you can read later in this issue of the magazine.



Tony Elkins
Club Vice President

DON'T FORGET VICTORIA COMING EVENTS:

4TH FEB 2024 CLUB RUN

Pakenham - Emerald - Mount Dandenong.

17 MARCH 2024 GEELONG ALL FORD DAY

More details on [Page 34](#) and you should receive an email inviting you to attend.

14 APRIL 2024 BALLARAT RUN

And the long fun way home - without the freeway.

Club Visit to Fox Museum

VIC



August 2023 the Victorian members had a club run to visit the Lindsay Fox Collection. Whilst the vast majority of this apparently quite impressive collection is housed at Avalon airport. A portion of the collection is rotated through a facility in Docklands and for Melbourne. Colloquially known as the Lindsay Fox Museum. It is open periodically to the public.

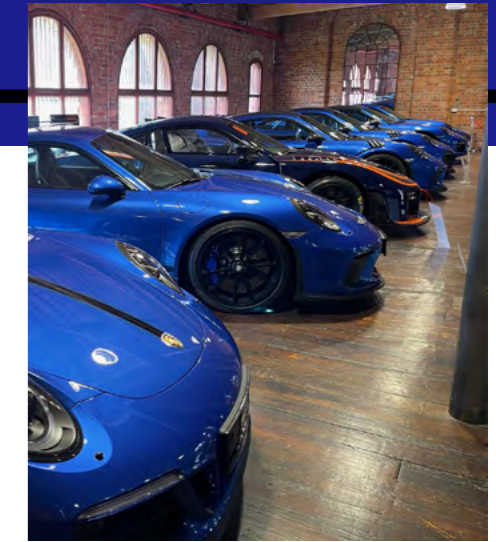
Whilst it is not a massive facility, all of the cars on display were incredibly valuable and rare. Of particular note were of course a couple of Ford GTs (GT 40s if you like). The white 2019, is one of only three in the country. Peter Brock's 05 VK Group-A Commodore. Additionally there was a display of Ferraris, a Dino, a 288 GTO, an F40, an F50 and in Enzo in Linfox fleet colours with the signature yellow roof.

Following this small group of us went down the Pier 35 for lunch.

All in all well worth a visit.



Tony Elkins
Club Vice President



CLUB MEMBER PROFILE:**Andrew Bronier**

Like a lot of our members, the Green Eyed Monster was an iconic car of its era and inspired me to own an AU Falcon. However unlike a number of members, I wasn't even of legal driving age (13) at the time and thus settled for drawing it during art class and staring at posters at home. The first AU I owned was a '00 S2 Fairmont Ghia, much more sedate in its styling in comparison to what I had dreamed of but nonetheless had a Windsor V8. Over the 4 years that I owned the car, a few simple but very effective modifications made its way into the car, namely T3 TS50 5 spoke rims, Brembo 4/4 brakes, K-Mac swaybars, Koni Yellow suspension, T3/Ghia customised door cards and T3 front & rear seats. And then came the heart that it deserved – a Tickford 5.6L and ESS box from a T3.

Now most people would be scratching their heads and wondering, where did all these T3 bits come from? In mid 2009, I received a call from a fellow AFF (Aus. Ford Forums) member that their T3 TS50, #125 was involved in an accident and would be parted out. Without hesitation I negotiated for key pieces from the car that could be transplanted into my Ghia and continue to live on in the name of Tickford. Later that year, those pieces were installed and the 'T3 Ghia' was born, Owning the Road in its own way. That car unfortunately was written off in late 2011, but thankfully all of the T3 pieces were unharmed and so the search started for the next car to transplant those pieces into. By luck and with some irony, I soon discovered that T3 TS50 #125 had been repaired (less all the pieces I had) which I then



purchased in 2012 to re-assemble the car back together as it came from the factory.

Two years and a few track days under my sleeve then went by, and as most of us know the feeling all too well, started looking for more power. Cam, heads and exhaust were (and still are) popular modifications to let the little stroker breathe easier and add a few ponies, however I had much bigger plans in mind. At the time, Kenne Bell superchargers were the rage for the Boss powered cars so took some inspiration and found a 2.1L Kenne Bell originally intended for a Foxbody Mustang ('88). With the ethos that any modification I performed could be returned to original, I pulled the Tickford 5.6L out and swapped in a Dart blocked 347 built for boost. After a year of teething issues and



unsatisfied with its performance, it was time to get drastic. I needed a bigger blower and managed to source a 3.2L Kenne Bell with a custom manifold fabricated including a provision for a water-to-air intercooler.

Specs of the motor:

- Dart Iron Eagle 8.5" block, bored out to 347ci
- Edelbrock Victor Jnr 210cc heads
- Comp Cams custom grind to suit twin-screw blower (223/233 @ 0.050, 0.595 int/ex lift)
- Kenne Bell 3.2L supercharger, liquid cooled
- Custom intake manifold with W2A intercooler core
- Twin 75mm Kenne Bell throttle body w/ custom inlet
- 402rwkw at 8psi boost



The car you see today is largely unchanged with only slight tweaks to the tune, Shockworks coilovers and SQ orientated sound system. So far the car has raced around Wakefield Park, SMSF (South, GP), Symmons Plains, hill climbs at Bulahdelah and Bathurst, and drags at Heathcote Park, WSID and Cootamundra. With a few more tweaks to the tune via the Quarterhorse the elusive 10sec slip should be within reach, then will continue to enjoy the car as a great weekend cruiser.



Andrew Bronier
Club President



Broadford Cars and Coffee Cruise

VIC

Hi everyone, Sunday, 19 November 2023, saw five T series meet up in Broadford, about 70 kilometres north of Melbourne, to check out the monthly Cars and Coffee, held in High Street, at the Northern end of town, on the third Sunday of each month, kicking off at 7:00 AM for the keen.

Originally named Sunday Creek, by the explorers Hume and Hovell, in 1824, gold was discovered there in the 1860s, and a paper mill, which is still running, was built in the 1880s.

I met up with John Bachmayer and Tony and Ann Elkins outside the old Ford Head Office in Campbellfield, and after a short chat, we headed off on the 45-minute cruise to Broadford to meet up with Carl Schreyer in his beautiful Venom T2, and Donna Quinton with her lovely Blueprint T3.

I estimated there were around 150 cars there of all makes, model and vintage, so we grabbed ourselves coffee and proceeded to check them out.

Another great day out with five cars and six people attending.

That wasn't all the excitement for me on the day, though.

Club member Mark Pellegrino and I had just fitted a Manta twin 2.5 inch exhaust system to my TE the day prior to the event. On the way home I had the low oil pressure light com on momentarily, just before I pulled up at home.

Upon checking the oil level on the dipstick I discovered it to be low, so I topped it up, and decided to put the car up on a mates hoist, in Heathcote Junction, on the way home from Broadford on Sunday, to establish

where I might be losing oil. This I did, but discovered that after leaving Broadford the leak got worse and was running along the exhaust, so when I pulled up in my mates garage, the car was smoking and literally dripping oil.

Putting the car up on the hoist we quickly discovered the culprit and found that the engine oil pressure switch had developed a leak at the electrical terminal. A phone call to Repco, in Kilmore, confirmed they had one in stock and twenty minutes later it was in my hot little hand, and then in another twenty minutes, the new switch was in and working perfectly, with no leak!

Take care and hopefully see you soon.



Andy Christie
Club Treasurer



ALL DAY

SUNDAY 17TH MARCH 2024

Geelong's Eastern Gardens, Victoria

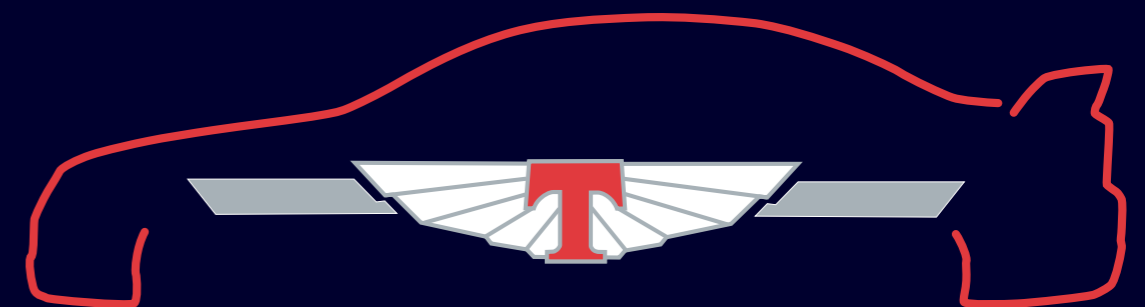


WELCOME TO FORD TOWN

Are you ready for the largest single-make car display in the country? Reminisce on the rich history of the Blue Oval at All Ford Day!

Browse over 1,500 vehicles on display, from the Model T to the Mustang and everything in between, all in Geelong's beautiful Eastern Park.

[MORE INFO](#)



OWN THE ROAD.

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T-Series Club of Australia Official Magazine

Head to our website for the latest events updates, photos and news.
www.tseriesclub.org