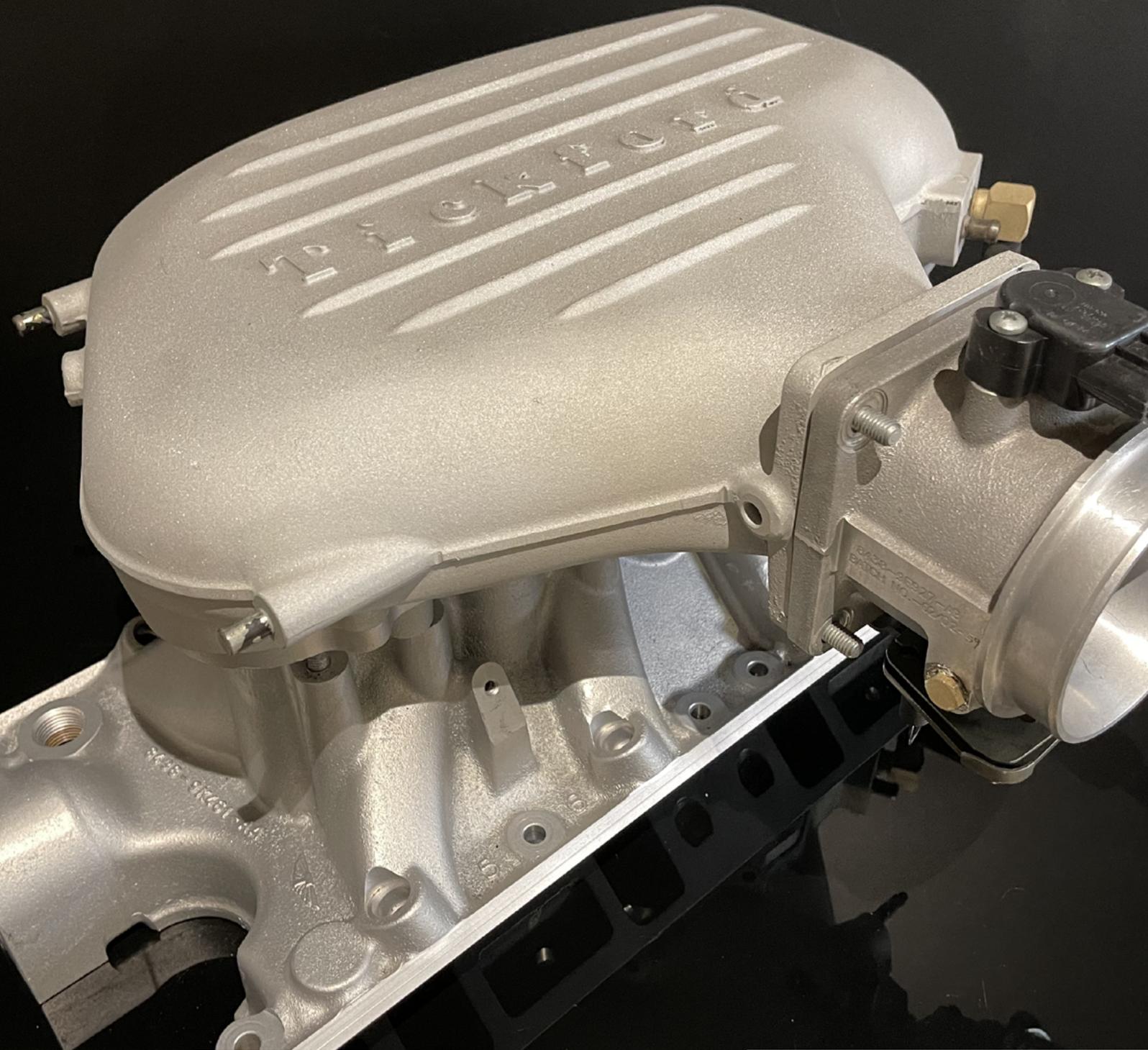


# OWN THE ROAD



### 2012 Nationals Throwback

Tim takes us on a trip down memory lane to the T-Series Tour down in Tassie.

### Member Profile: Alan Gresham

We catch up with webmaster and club member Alan, about all things cars.

### Tech Talk

This edition we're getting technical, with a great overview of T-Series Engine specs.

## 2022 TSCoA

# Nationals Update

With such uncertainty around the COVID-19 situation and the regular occurrence of border closures and hot spots throughout the various states, the committee has made the difficult decision to not proceed with the 2021 nationals event. A combination of the border closures, the potential risk that members could well be in commute too / from the event and get caught / forced to self-isolate, this along with COVID-19 also having the impact on participant numbers due to the uncertainty, it was decided for the success of the event and to be able to make this all inclusive for all state members plus our NZ members to have the opportunity to attend, it made sense to cancel 2021 and reschedule the event for 2022.

It will still be held in the ACT with Canberra as the home base. Over the next few months we will begin organising a new schedule and also checking in with our current accommodation choice to work out what changes are to be made for the event to happen in 2022. Once we have some firm

details locked in for 2022, a new event will be created and the details emailed out.

Nationals entry \$135.00, which consists of shirt, stubbie holder, and presentation dinner. Please register below and purchaser your event pass by clicking on the below icon;

The new dates are:

**Mon 28 Feb, 2022 - Arrive**

**Thu 3 Mar, 2022 - Final Dinner**

**Fri 4 Mar, 2022 - Departure**

Venue for the Nationals event is:

**Alivio Tourist Park Canberra**

**20 Kunzea Street, O'Connor**

**Ph: 02 62475466**

**[aliviogroup.com.au](http://aliviogroup.com.au)**

\*10% discount in becoming an advantage club member

### Additional items:

Event Shirt \$75:00

Stubbie holder \$10.00

Coaster \$6.00

Additional Dinner Guests \$38.00



To register and for more information click here

## 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

#### AUGUST

*No events planned yet due to restrictions around the country*

#### SEPTEMBER

*No events planned yet due to restrictions around the country*

**8th Sep  
September Club Meeting**  
*Teleconference, 8-9pm*

#### OCTOBER

**SA** Sun 17th Oct  
**SA All Ford Day 2021** [More info](#)  
*See website for more details.*

#### NOVEMBER

*No events planned yet due to restrictions around the country*

**10th Nov  
November Club Meeting**  
*Teleconference, 8-9pm*

*Note: Make sure to check the website for the latest information about club events. These details are accurate as at 08/08/22, but are subject to change.*

## CLUB COMMITTEE

Get to know the team that runs your club

### EXECUTIVE COMMITTEE



**Martin Goff**  
President  
president@tseriesclub.org



**Tony Elkins**  
Vice President  
vicepres@tseriesclub.org



**Tim Mann**  
Secretary  
secretary@tseriesclub.org



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



**Alan Gresham**  
Webmaster  
webmaster@tseriesclub.org

### STATE EVENT REPS



**Karl Mould**  
Tasmania Event Rep  
tas@tseriesclub.org



**VACANT**  
Victoria Event Reps  
vic@tseriesclub.org



**Mal Margetts**  
South Australia  
Event Rep  
sa@tseriesclub.org



**Andrew Jakovich**  
Western Australia  
Event Rep  
wa@tseriesclub.org



**Claude Paul**  
Queensland Event Rep  
qld@tseriesclub.org



**VACANT**  
New South Wales  
Event Rep  
nsw@tseriesclub.org



**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](http://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](http://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

Elks T3 inlet manifold

## EDITOR'S WELCOME

Hello all! Welcome back to another edition of Own the Road–The Official Magazine of the T-Series Club of Australia. I hope you are all staying safe as a lot of the country is in some sort of lockdown. I am looking forward to some more social events in the coming months, as things will hopefully open up again soon.

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

G'day to all of our members, I hope you are all well?

It's good to see some of our members getting out and about in their T's & P's, while others are currently in lockdown... rest assured we are all looking forward to our Nationals event in Canberra next year.

Also great to see the values of our vehicles heading north and quite a few have recently changed hands... they are slowly but surely being recognised for the drivers car that we all know that own them.

So take care of yourselves and your vehicles and see you at the next meeting.



**Martin Goff**  
Club President

# Vice President's Report

What an amazing three months we had in every sense. With again Covid playing havoc around the nation with Victoria opening up, then closing down again. Then Sydney having a huge battle on it's hands, and of course the cancellation of Sydney All Ford day as Sydney now goes into a lockdown.

In this issue we have added a bit of technical information on the cars for you. This is in the form of press releases and the Tickford T3 air intakes.

Planning continues towards the 2022 nationals, and what a great event that will be. With a mix of driving, sightseeing, Show and shine, and of

course social events. I'm so looking forward to it.

In other news we actually got to do a cruise down here in VIC and see Andy's report on that elsewhere in the magazine. But even as we inevitably float in an out of lockdown it give us great opportunity to get out into the shed and work on the T.



**Tony Elkins**  
Club Vice President

# Membership Report

Currently we have 69 financial members across Australia and New Zealand, down slightly from our total membership of 76 on June 30.

Membership renewal reminders were sent in June, and a follow up reminder in the first week of July.

Although the Committee extended membership for an additional year, some members still opted to pay their membership last year. These members have had their membership extended until 30 June, 2022, and were not sent a reminder.

**IF YOU DID NOT RECEIVE A RENEWAL REMINDER, YOU ARE FINANCIAL, AND YOUR MEMBERSHIP IS CURRENT UNTIL JUNE 30, 2022.**

If you have forgotten to pay your membership renewal, and still wish to be a financial member of the T Series Club of Australia, click on the link [HERE](#), to renew your membership/

# Secretary's Report

Hello Members, Welcome to another edition of our fantastic club magazine. Not much has been going on of late due to the various states of COVID-19 around the country, \*fingers crossed\* one day soon we will be able to cruise together again!

As most are aware, the Annual General Meeting was held on the 11th of August. Full details of your new committee and club financials are in the report a little further on in the magazine. Now that the AGM has been held, I will upload all our details to the Vic government Consumer affairs page to maintain our incorporation status. Cheers,



**Tim Mann**  
Club Secretary

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 Christie**  
Membership Officer



**T-SERIES**  
Club of Australia

TSOCA – Annual General Meeting  
Minutes 11/08/2021

Meeting held via teleconference –

Meeting opened by Chair at 8:12PM

Chairperson Tim Mann (Secretary)

Members present:

Tony Elkins, Andy Christie, Mal Margetts, Deb Clasohm, Tim Mann, Martin Goff, Godwin Galea, Claude Paul, Stuart Rohde, Aaron Brown, Karl Mould, Jason Buckley, Anthony Lada, Alan Gresham, Andrew Jakovich, Roy Van Gameron.

Member apologies:

Shayne Taylor, Mango Kreljak, Martin Faulkner.

All members welcomed to the meeting and thanked for taking the time to dial in by chairperson.

Chair confirmed that all present had received the emails in relation to tonight's AGM and if there are any questions. – No questions asked.

Club President (Martin Goff) thanked everyone for their attendance and support of the club.

## Treasurers Report 2020/2021

Treasurer's Report presented by Andy Christie

Attachment 1 and 2 for this report show the 2020/2021 financials as presented.

Closing balance as of 30/6/2021 \$8108.15

- Accepted by Karl Mould
- Seconded by Martin Goff

## Election of Office Bearers

All positions declared vacant by the chairperson

Chair read out the 2020 AGM Minutes-

- Accepted by Andy Christie
- Seconded by Godwin Galea

1. Nominations of candidates for election as Officers of the association or as state representative committee members have been:
  - Made in writing, signed by 2 members of the association, and accompanied by the written consent of the candidate (which may be endorsed on the nomination):
2. If insufficient nominations are received to fill all vacancies on the committee-
  - The candidates nominated are to be elected and:
  - Further nominations are to be received at the AGM.
  - If the number of nominations received is equal to the number of vacancies to be filled, the persons nominated are to be elected.
  - If the number of nominations exceeds the number of vacancies to be filled, a ballot is to be held.
  - The ballot for the election of officers and ordinary committee members is to be conducted at the AGM in the usual manner as directed by the committee.



TSOCA – Annual General Meeting  
Minutes 11/08/2021

In line with the club's constitution, the following nominations were received by the chairperson following the notice of the AGM (sent 04/08/2021) and were more than 10 days prior to the date of the AGM:

**2021/2022 TSOCA Nominations**

Position	Nominee	Secunder #1	Secunder #2
President	Martin Goff	Martin Goff	Tim Mann
Vice President	Tony Elkins	Tony Elkins	Tim Mann
Secretary	Tim Mann	Tony Elkins	Martin Goff
Treasurer (responsibilities of membership & merchandise officer included)	Andy Christie	Andy Christie	Tony Elkins
Webmaster			
State Representative NSW			
State Representative VIC			
State Representative QLD			
State Representative SA	Mal Margetts	Deb Clasohm	Tim Mann
State Representative ACT			
State Representative TAS			
State Representative WA			

The following positions did not receive any nominations prior to 10 days before the AGM, and the following nominations were received at the meeting:

Position	Nominee	Secunder
Webmaster	Alan Gresham	Martin Goff
State Representative NSW	Vacant	
State Representative VIC	Vacant	
State Representative QLD	Claude Paul	Andy Christie
State Representative ACT	Stuart Rohde	Claude Paul
State Representative TAS	Karl Mould	Claude Paul
State Representative WA	Andrew Jakovich	Andy Christie

Chair thanked all nominees for their submissions and congratulated the successful candidates.

Chair thanked all outgoing committee members for their services.

Chair thanked all members for attending the AGM

The executive committee will discuss potential club members that can help with the State rep positions of NSW and VIC at the next meeting.



TSOCA – Annual General Meeting  
Minutes 11/08/2021

**2021/2022 TSOCA Committee (Elected Members)**

Position	Member
President	Martin Goff
Vice President	Tony Elkins
Secretary	Tim Mann
Treasurer (responsibilities of membership & merchandise officer included)	Andy Christie
Webmaster	Alan Gresham
State Representative NSW	
State Representative VIC	
State Representative QLD	Claude Paul
State Representative SA	Mal Margetts
State Representative ACT	Stuart Rohde
State Representative TAS	Karl Mould
State Representative WA	Andrew Jakovich

Meeting Closed 8:31PM

# Treasurer Report

Hi gang. The club bank account balance as of 30th June, 2021, was \$8108.15, and the PayPal balance was \$274.00.

Incoming monies have been from merchandise and 2021/22 membership renewals. Payments were for postage and for April edition of the magazine.

For all merchandise, new memberships or membership renewals, and Nationals entry payment, please go online and use the club store, [www.tseriesclub.org/shop](http://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**  
Treasurer

## T SERIES CLUB OF AUSTRALIA

ABN: 68 625 585 562

Balance Sheet  
As of 30/06/2021

### ASSETS

Current Assets	
Cash on Hand	\$ -
Business Account	\$ 8,108.15
Petty Cash	\$ -
Inventory	\$ 7,717.62
<b>TOTAL CURRENT ASSETS</b>	<b>\$ 15,825.77</b>

### Property and Equipment

Furniture and Fixtures	\$ 9,817.71
Furniture and Fixtures at cost	\$ 9,817.71
Total Furniture and Fixtures	\$ 9,817.71
Total Property and Equipment	\$ 9,817.71

### TOTAL ASSETS

	<b>\$ 25,643.48</b>
--	---------------------

### LIABILITIES

Current Liabilities	
GST Liabilities	\$ -
GST Paid	\$ -
Total GST Liabilities	\$ -
Total Current Liabilities	\$ -

### TOTAL LIABILITIES

	\$ -
--	------

### NET ASSETS

	<b>\$ 25,643.48 Cr</b>
--	------------------------

## T SERIES CLUB OF AUSTRALIA

### STATEMENT OF INCOME & EXPENDITURE - YTD 2020/2021

		<b>Credit</b>
Balance Carried Forward		\$ 7,173.10
<b>Add YTD Cash Receipts</b>		
Membership Fees	Renewals	\$ 1,190.00
	New	\$ 600.00
Merchandise Sales	Merchandise	\$ 3,447.00
Donations		\$ -
Raffles		\$ -
Events		\$ 455.00
Barbeque		\$ -
Sundries		\$ -
Interest		\$ -
Postage		\$ -
<b>YTD TOTAL CASH RECEIPTS</b>		<b>\$ 5,692.00</b>
<b>Less YTD Cash Payments</b>		
Postage		\$ 531.03
Merchandise		\$ 1,240.00
Events		\$ 520.00
Insurance		\$ 346.51
Trophies/Prizes		\$ -
Food/Drinks		\$ 369.39
Sundries	PMT Annual Statement	\$ 59.20
Sundries	Domain Name	\$ 179.84
Magazine		\$ 1,230.00
Sundries	Stationery	\$ 43.58
Refunds		\$ 140.00
Assets		\$ -
Bank Fees	Paypal Commission	\$ 97.40
<b>YTD TOTAL CASH PAYMENTS</b>		<b>\$ 4,756.95</b>
<b>BALANCE</b>		<b>\$ 8,108.15</b>
		<b>Credit</b>

# Merchandise Update

Hi all. We are currently looking at adding a new look polo shirt to our range of merchandise.

In addition we have already placed orders for zip front hoodies (\$65), bucket hats (\$25) and beanies (\$25), which will be available through our club store in the next couple of weeks.

Merchandise sales still continue to be steady, with the Tickford engine cover and Adaptive Shift decals, with free postage, being our most popular items.

Our merchandise special for this edition of 'Own The Road.' is any club shirt purchase gets a free T key ring valued at \$20.

If there is something you would like to see for sale in our store, feel free to contact me, [merchandise@tseriesclub.org](mailto:merchandise@tseriesclub.org) or any other member of the committee, and



**Andy Christie**  
Merchandise Officer

**MERCHANDISE SPECIAL. THIS EDITION ONLY!**  
**ANY CLUB SHIRT PURCHASE GETS A FREE T KEY RING VALUED AT \$20!**

### WHAT'S AVAILABLE

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

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

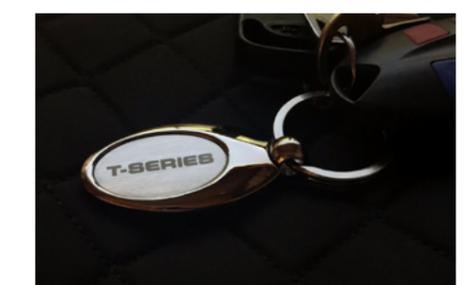
If you do not find anything that you like, head to our [SpreadShirt store](http://SpreadShirt.com) and customise your own. We reinvest our funds into OEM quality badges and parts to sell for members.



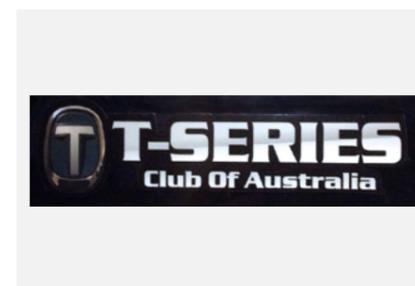
**Club Baseball Cap**  
- \$30.00



**Club Number Plate Covers** - \$60.00



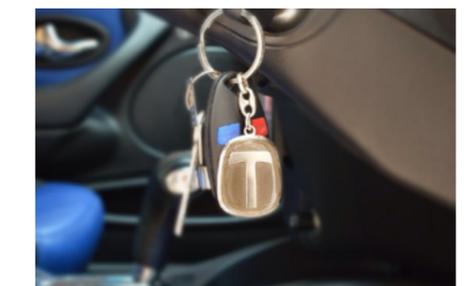
**T-Series Key Ring (FTE style)** - \$20.00 to \$32.00



**Club Sticker**  
- \$5.00



**Club Button-up Shirt**  
- \$75.00



**T-Key Ring (FTE style)**  
- \$20.00 to \$32.00

# Tech Talk! T-Series T1 Engine Specifications

Hugh Keam (Senior Engineer Powertrain)

## TE & TL ENGINE

**200kW @ 5000RPM**

**420Nm @ 3750RPM**

### CAMSHAFT (F3ZE-6250-CA)

#### VALVE TIMING

Intake opens @ 19° BTDC @ 0.100mm Lobe Lift  
Intake closes @ 71° ABDC @ 0.152mm Lobe Lift  
Max. lobe lift = 7.169mm (std AU 6.697mm)

Exhaust opens @ 75.5° BBDC @ 0.100mm Lobe Lift  
Exhaust closes @ 14.5° ATDC @ 0.152mm Lobe Lift  
Max. lobe lift = 7.169mm (std AU 7.114mm)

Valve actuation is via Roller Rocker with a 1.7 ratio

### CYLINDER HEADS (STD AU)

#### VALVE HEAD DIAMETERS

Intake valve = 46.66 - 46.913mm  
Exhaust valve = 39.61 - 39.91mm

### FUEL SUPPLY

Fuel Pump (std AU)  
Fuel Pressure Regulator (std AU @2.7bar)  
Fuel Injectors (std AU)  
Premium Unleaded ONLY

### SPARK CONTROL

Spark Plugs (std AU with 1.0 - 1.1 gap)  
Spark Advance ( 4-5° over std V8)

### INTAKE SYSTEM

High Flow Inlet duct to air cleaner (larger effective diameter)  
Air Cleaner and Filter (std XRS which includes Venturi)  
Throttle Body (std AU@ 65mm diameter)  
Upper Manifold (std AU)  
Lower Manifold (std AU)

### EXHAUST SYSTEM

Exhaust Manifolds same as XR8 including ceramic coating  
Intermediate Exhaust pipes externally same as XR8 with  
triflow mufflers (XR8 has straight through mufflers)  
Tailpipe section has same muffler and inlet pipes as XR8 with  
turned down tips to suit bumper with concealed outlets. The  
concept is the same for the LWB but with longer outlet pipes.

### ENGINE LUBRICATION

A unique grade of oil 15W40 is used (Std AU uses 5W30)

## TS ENGINE

**220kW @ 5250RPM**

**435Nm @ 4000RPM**

### CAMSHAFT (FLZE-6250-ALA)

#### VALVE TIMING

Intake opens @ 20° BTDC @ 0.113mm Lobe Lift  
Intake closes @ 76° ABDC @ 0.156mm Lobe Lift  
Max. lobe lift= 7.055mm

Exhaust opens @ 67° BBDC @ 0.122mm Lobe Lift  
Exhaust closes @ 19° ATDC @ 0.154mm Lobe Lift  
Max. lobe lift = 7.061mm

Valve actuation is via Roller Rocker with a 1.7 ratio

### CYLINDER HEADS (SVO Y303)

#### VALVE HEAD DIAMETERS

Intake valve = 49.276mm  
Exhaust valve = 39.116mm

### FUEL SUPPLY

Fuel Pump (std AU)  
Fuel Pressure Regulator (revised to 3.5bar)  
Fuel Injectors (std AU)  
Premium Unleaded ONLY

### SPARK CONTROL

Spark Plugs (AGSP 32 PP washer faced plug 1.0 - 1.1 gap)  
Spark Advance ( 4-5° over std V8)

### INTAKE SYSTEM

High Flow Inlet duct to air cleaner (larger effective diameter)  
Air Cleaner and Filter (std XR8 which includes Venturi)  
Large Throttle Body (70mm diameter)  
Upper Manifold (machined inlet removing core shift &  
enlarged to min. 71mm dia.)  
Lower Manifold (machined outlets removing core shift &  
enlarged to min. 28mm width)

### EXHAUST SYSTEM

Exhaust Manifold primary pipes (to collector) same as TE  
engine with new high flow 1.8 litre catalysts (std AU 1.3 litre)  
The manifold & catalyst assembly is ceramic coated as for  
TE engine.  
Intermediate Exhaust same as for TE & TL engines  
Tailpipe same as TE engine.

### ENGINE LUBRICATION

A unique grade of oil 15W 40 is used (Std AU uses 5W30)

### ENGINE COOLING

An Oil Cooler is specified which is mounted in front of the  
radiator. A smaller oil filter is mounted to an adaptor which  
allows oil transfer to the cooler.

## HANDY HINTS

### ROUGH IDLE

- Faulty HEGOS effect idle quality, in this case the idle will generally be okay for the first 100/70/40 seconds ( cold/warm/hot engine start open loop operation duration) then becomes rough as closed loop control is entered into. NGS is generally good at picking up this fault.
- Faulty spark plug such as a cracked conductor or oversize gap can contribute to this.

### THROTTLE BODY

- Throttle Stop Screw is set to a specific air flow that determines the idle speed. It is important this screw is not altered. If for some reason it is, I recommend sending it back to Tickford for correction. \*

### CAM POSITION SENSOR (CMP SENSOR)

- If removal is required be sure to replace correctly. This is a magnetic field sensor that on the bench can be rotated without knowing. \*

### CUSTOMERS COMPLAINING OF POOR VEHICLE PERFORMANCE

- Ensure wide open throttle is being achieved by removing inlet ducting and looking down throttle body while pedal is pushed to floor. Floor mat may be restricting this being achieved if passenger mat is on driver side.
- For a Manual vehicle (TE only) quickest times are not achieved by running to the red line. Best figures are achieved with shifts at around 5400 RPM.
- If the incorrect Fuel Pressure Regulator (3.5 bar on TS only) is not fitted then the fuel supply to the injectors will be starved. To identify the correct regulator you need to find an orange part mark and an engraved 350kPa on the body of the regulator.

### ALLOY HEADS (TS ONLY)

- Washers used under head bolts to prevent rough bolt head surface digging into aluminum surface. Ensure to reuse these washers.
- Some unique bolts & studs have been used to mount the lower intake manifold so better thread engagement is achieved to prevent stripping of threads.

### ENGINE COVER

- Ensure you understand the mounting mechanism before removing, it is easy to break mounts if the wrong approach is used. \*

### UPPER MANIFOLD

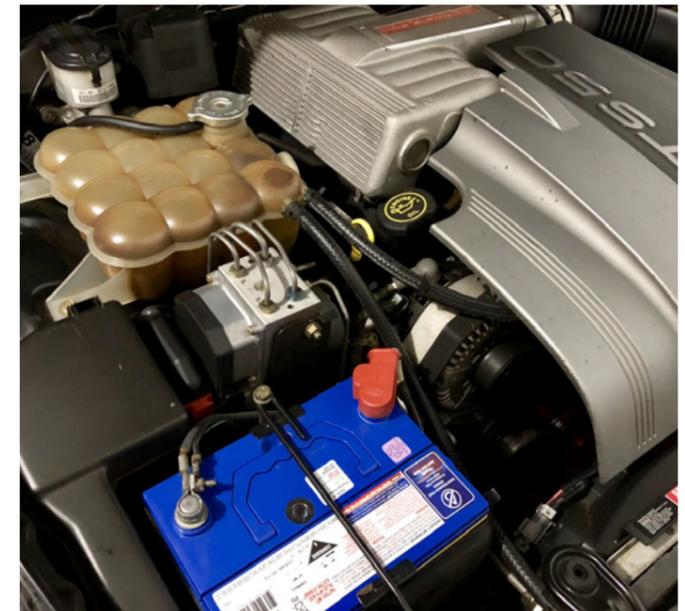
- Note it is unique for these vehicles to accommodate the engine cover. The upper front mounting bolt surface is machined down 4mm to cater for the engine cover mounting bracket.

### PLUG LEADS (TS ONLY)

- Some revised routing has been established due to the differing spark plug angle in the alloy heads.

### OIL CHANGE (TS ONLY)

- Ensure Oil from Oil Cooler has been drained as well as from the sump. You may need to blow some air through the oil lines to the cooler to ensure all is removed.



## 5.6L Tickford Manifolds



One of the things that set the Series III T series cars and the Pursuit 250 apart was the fact that he ran a 5.6 L stroker engine. But the increased capacity wasn't the only thing that changed.

The 5.6 actually ran a unique air intake manifold which was a three-piece casting designed by Tickford. Comprising of a base not unlike that used in the "Explorer" manifolds. With a bespoke top half, containing eight trumpets then this was sealed to a cast hat which hid all that beautiful engineering. These top sections had the word "Tickford" cast into it along with six strakes.

They ran an 82 mm throttle body which connected to a pod filter behind the left-hand headlight for extra airflow.

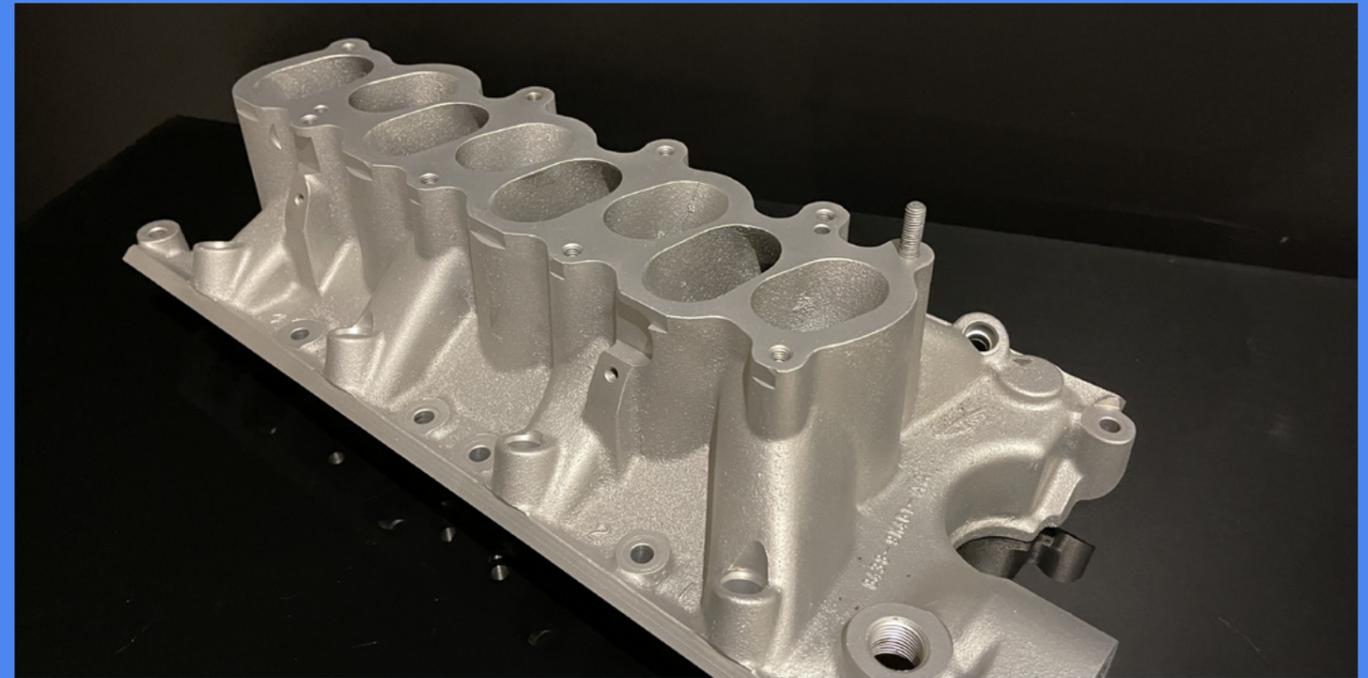
It said to have a peak flow rate capable of up to 350 kW and this basic design was mimicked in the 260/290/315 Boss motors that followed.

This manifold was used on all the 5.6 L (342 in<sup>3</sup>) used in all of the Series III T cars and Pursuit 250 units. This is part of the magic that makes up those cars.

These days a complete manifold assembly can sell for upwards of \$3,000 but that's not important. It is just good to have a peek inside one.



**Tony Elkins**  
Club Vice President



# Mount Macedon and Daylesford Cruise and Lunch

VIC

Sunday June 27 saw the small Victorian contingent of the club meet up at BP Calder Park, near the old Bob Jane Thunderdome. Rod and Maggie left Drouin at 6:00am to meet up with mark and myself at 8:15am for our 8:30 am departure.

For those who don't know, in the late 60s NASCAR was a growing sport, after visiting the USA Bob Jane alongside his brother Bill saw this as an opportunity and wanted to introduce the sport to Australia. After two years of planning and four years of construction at an investment cost of \$54 million,

Australia's only 24 degree banked superspeedway was opened on August 3, 1987.

The first race was only a couple of weeks later when a 300km touring car race was run on the combined Thunderdome and National circuits, which was won by Terry Shiel and John Bowe in a Nissan Skyline, the only time a Japanese car has won a race held on the Thunderdome.

The first race to use only the Thunderdome was on February 28, 1988, it was also the first time a NASCAR event had been held outside of North America. This massive event was televised Nationally and featured

a great list of drivers from the Winston Cup, including Bobby Allison, Neil Bonnett, Michael Waltrip, Harry Gant, Morgan Shepherd, Dave Marcis, Rick Wilson and some of Australia's top touring car drivers. In his Pontiac Grand Prix, Neil Bonnett claimed first prize. The race was so successful that many of the same drivers returned for another race at the Thunderdome that December, along with three-time Indianapolis 500 winner Johnny Rutherford.

Both NASCAR and AUSCAR events were held at the Thunderdome up until they were both shut down in 2001.

Off street racing events were held on



the drag strip until the end of 2019.

Getting back to our cruise...the first leg of our run was planned to be to stop for coffee at the Top of the Range Tea Rooms on Mount Macedon. At an altitude of 1001 metres above sea level, it is one of the highest altitude cafes in Victoria.

Unfortunately the previous week's storm caused extensive mess, and damage, to Macedon Regional Park resulting in some dangerous trees, and tracks. As such the entire park was closed, including all landmarks, so we didn't get to the Cross.

Our plan B then became "give Daylesford a miss and go to Kyneton for coffee instead", where we indulged ourselves at the 'Home Grown on Piper Café' in historic Piper Street. This largely unchanged streetscape houses a surprisingly refreshing choice of shopping options, from grand old pubs to inner city style cafes, produce stores and larders, Piper Street has got it covered.

Our next stop was only a short fifteen minute trip to Metcalfe to check out the privately owned Metcalfe Holden Museum, a collection of Holden memorabilia and cars, open to the public by appointment.

The collection was started by our host, Jason Lee's, grandfather. The family original ran Lee's Service Station and Mollison Motors, Kyneton.

Mollison Motors began distributing Holdens just down the street from the Kyneton Town Hall in the post-World War II optimism of 1948. The first all-Australian-built model had just rolled off Holden's Fishermans Bend production line.

The site of the dealership had already been involved in the transport industry for nearly a century. Established as a coach and wagon builder in the late 1850s, it became a car dealership some time in the 1930s under the name Campaspe Motors, selling American General Motors brands such as Chevrolet, Pontiac and Oldsmobile.

What became their second showroom on the street opposite was originally a funeral parlour then a tannery.

John Lee's father Jack bought into the business in 1953 just as Holden was phasing out its first FX model in favour of the popular FJ that became both a hot seller and a national symbol.

Later on, the dealership also started selling Toyotas.

By the end, three generations of the Lee family had worked there, but John Lee sold his share of the business to his brother David, about eight years before they were forced to close their doors, in 2008.

Many of the spare parts left over from the service department are now, still in their boxes, on display, and Jason admits he has no idea what parts he has. He is sitting on a gold mine for any Holden enthusiast who wants genuine parts.

Although the museum is surrounded by rusty wrecks, it has some interesting



low mileage cars inside, including a trade-in FB, which sat in the dealership for over forty years, and a blue EJ sedan that used to be covered in fish oil, by the owner, to protect it from rust.

Inside the museum Jason constructed a mezzanine floor to store more of his collectables, of which there are thousands of GM related items. In one corner is a bed with a Holden doona cover. At first we thought this was just another display, but no..... Jason confirmed that this is actually

he and his wife's bedroom. I have to say it felt a bit creepy checking out a stranger's bedroom!

After thanking Jason for opening up for us, saying our farewells, and taking a few happy snaps, we headed off on the hours drive to the Magpie and Stump Hotel, in Wandong. The damage from the recent high winds was also obvious on our route, with many uprooted and smashed trees on the roadside. It was a really nice drive along some great roads, going through Carlsruhe,

Lancefield, and Kilmore, then meeting up with Margaret, Megan and Gertie, the dog, to join us for lunch.

Lunch was tasty and the drinks cold. Conversation was free flowing and plenty of laughs had. Thanks to all of those who could make it and made it a fun day.



**Andy Christie**  
Treasurer



# Queensland Event Rep Update

QLD



Thanks to limited COVID-19 related restrictions, Queensland All Ford Day (QAFD) was still able to occur at Willowbank Raceway in Ipswich on Sunday 18 July, 2021. Thankfully, the only restriction was that of wearing a mask and we were able to embark on a fun-filled day of admiring the Blue Oval of different era's, including some dapper looking T Series vehicles. The day commenced with a morning gathering of Josh and Kelsey, myself

and Sangeeta, Marty, Matt and Nat and Michael at Purga at 5:30am when we departed to make our way up to the event for a 6am start. The cars in attendance were a T3 TS50 and 2 T3 TE50's joined by 2 EL GT's, an FG Super Pursuit ute, and FGX XR8 Sprint and a BA XR8 with a story most wouldn't believe.

While no cruise was involved, there was plenty to see and do at the event from show and shine displays to Ford's

of different era's having a crack at the famous Willowbank quarter mile, which saw some tough Fords break leaving some expensive repair bills I'm sure. Whilst we were short on T Series vehicle numbers at our display, the T's that were in attendance, along with other special Ford's present with us, saw plenty of attention and enquiries from avid Ford fans of all ages keen to learn more about them. Due to the COVID-19 impacts of the past year



and a half, this was the club's first opportunity to crack open and display all the new display gear. I must say it was quite impressive to see. If it weren't for our loyal financial members, this would not be possible and I thank them for their ongoing support.

Thank you to all those who made it to the event to display with us and also to those who popped by to say g'day and have a yarn. Special shout out to our Rockhampton member Neil who also

got his 2 P250's and T1 TS50 out of the shed in the spirit of the event and kindly shared some pics. Sorry we missed you down here this year Neil but top effort mate.

In parting, and on behalf of all of us here in Queensland, I wish all other states all the best in their efforts to beat the current outbreaks. It's tough for us to have it so good up here and see events like Sydney All Ford Day get cancelled. We hope you can

live vicariously through our shared experiences and pics from up here. Stay safe folks.



**Claude Paul**  
Queensland  
Event Representative

# CLUB MEMBER PROFILE:

## Alan Gresham

### What led you to the club?

I stumbled across the T-Series Appreciation Room on the Australian Ford Forums around 2009 so was hovering around while the hard work was being done to get the club up and running.

### Tell us a bit about yourself.

Darwin born RAAF brat, Cyclone Tracy survivor, high school drop-out and one-time motor mechanic, now turned Software Developer and (somewhat

reluctant) business owner. Married, ridiculously proud father of a boy and a girl, 8 and 6.

Hobbies include aquariums, Home Theatre, HiFi, lawncare, gardening, custom water-cooled PC builds and tinkering on the T. I probably should cull one of those. Or two.

### What led to your interest in cars?

An older brother with his XA sedan, a cousin with a Landau and the Street Machine magazines that they left lying around.

### What was your first car and what else do you/have you owned?

First car was a 1968 MKII Cortina. It eventually got a 2lt to turn a poor handling underpowered car with no brakes into an even poorer handling rather less underpowered car with no brakes. It was magnificent.

For a mechanic I've had very few cars, the MKII was replaced with an XC GXL (was 302 Top Loader at first, then 351, FMX, 9"), then a leased EL XR6, a series 1 AU XR6 HP and then the T. A project car, a neglected 2002 986S has also been taking up space for the last few years. Ok, several years.

### What's your favourite car, both what you have owned and "if you could"?

Favourite car has to be the T2. A 550 Spyder would be nice, if I could.

### Tell us about your T-Series.

The car now has over 310,000kms on the odometer, and has been my daily driver for over 20 years now. Through stubbornness on my part, it has survived two major accidents as

well as tree fall damage and significant hail damage. Pristine and untouched, it is not! But it's brought both my kids home from the hospital after they were born and is practically a part of the family.

I bought T2 TE50 #116 new, mid Oct 2001, after waiting to see the T3 launch on October 1st which was taking the styling in a different direction to what I was after. That late in the T2 lifecycle, there were

**BUT IT'S BROUGHT BOTH MY KIDS HOME FROM THE HOSPITAL AFTER THEY WERE BORN AND IS PRACTICALLY A PART OF THE FAMILY.**

only three cars left at my closest FTE showroom (Bayford Preston): a silhouette TE50 with an XR wing, a manual Venom TS50 and an ESS TE50 in "one-off" special order Liquid Silver. The sales manager said that they pestered FTE for months to get a silver one as they felt it would help them sell more cars. I drove the TS50 first, hated the gearbox but loved the brakes so ordered the silver TE with optional Premium Brakes.

It was several years before I found out that there were two actually T2 TE50's built in silver, a non-standard colour for T2's. Probably just as well, because the car is a Ferrari titanium grey nowadays! With a Lexus metallic black used on the Azzurros. With every panel needing paint after the hail damage, the temptation for a change was too much to resist.

The driveline is completely untouched with the original diff, transmission and engine unopened (except for a new timing chain). Every suspension component has been replaced. Many small things had always irked me about the car, so around 2012 I started to address them, one by one. As well as lowering it;



A headlight HID projector retrofit has updated the cars 'face'.



No more red brakes, now Toyota 181 (the silver used on T2 bumper accents).



9" Azzurro wheels on the rear now fill the rear guards, almost.



The TE front seats replaced with TS seats, much kinder to my back, now both heated and the driver's seat is electric.



The factory 'prestige' audio has been updated.



The tiny 287mm rear brake setup is now 328mm territory units, with rotors grooved to match the unique Tickford ellipses.



The fiddly ESS buttons are now complemented by BMW paddles (soon to be replaced by AMG paddles, it never ends).

...and dozens of other small things all documented on AFF: Silver's T-inking on T2TE#116 - Australian Ford Forums [LINK HERE](#)



**Do you collect memorabilia?** Just I have the usual assortment of magazines, posters etc, as well as a letter from FTE offering free Brembo's to upgrade to T3. I also did my best to preserve old web FTE site for posterity's sake, as I did with a Nov 2000 version of it: <http://www.worxsoftware.com.au/FTE/fte.htm> which is geek memorabilia, I suppose. I do need to find the time to put this on its own domain name (one day!).

**Alan Gresham**  
Club Member & Webmaster

# Throwback to...

## 2012 Nationals Tasmania

### DAY 1 – MONDAY 20TH

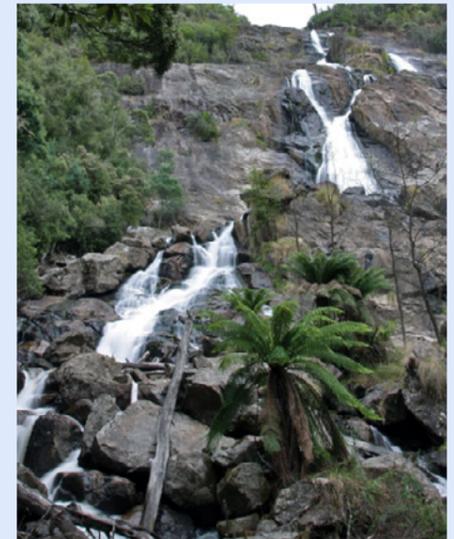
Arrive Devonport and depart Spirit of Tasmania, Devonport to Launceston Via:

- Frankford hwy
  - Beaconsfield
  - Batman Bridge
  - Afternoon to relax
  - Wash cars
  - Airport pick ups
  - Gorge and Basin (walk / sightseeing)
  - Overnight in Launceston
- Spirit Day sailing, drive directly to Launceston  
120kms - 3hrs with stops

Day 1 was an 'ease you into Tassie' tour. We kicked off in Devonport, through to Latrobe for some breakfast and a quick photo shoot with the local paper. Started off with a nice and easy Targa stages of Moriarty and Holwell. We then arrived at Beaconsfield for some lunch and a break.

So far so good, the comments were positive about the choice of roads. After lunch we headed through to the Batman Bridge to take a couple of photos and meet up with Andrew Sluis.

After the photos it was a relaxing drive to the motel to clean the cars and check in and catch up. I mean it had been 2 years since most of us had properly caught up, so there were many overdue beers that had to be consumed.



### DAY 2 – TUESDAY 21ST

Launceston to East coast and return, driving the following Targa Routes:

- Sidling – Scottsdale
- Welborough Pass
- St Helens (Lunch)
- St Marys Pass

Overnight in Launceston  
330kms, 4hrs driving

This was the 'Targa Tasmania day' The day had 6 Targa stages on the Northeast and East coast that we would be travelling over. They were, The Sidling, Legerwood, Moorina, Welborough Pass, Pyengana and Elephant Pass. All in that order. The Targa stage driving was described as fantastic! We stopped at the pub in the paddock for a beer, I think Hords

was kind enough to share his beer with the famous pig that drinks the beer! After this we headed through to the St Columbus Falls before heading into St Helens for lunch. After lunch we only had one Targa route to drive over and then the hour-ish long trip back to the motel.



**DAY 3 – WEDNESDAY 22ND**

Launceston - Sightseeing and Relax Day

- Symmons Plains track day. 8am till noon.
- National Automobile Museum
- Boags Brewery tour and tasting
- Overnight in Launceston

Symmons Plains. This was it; Jeff had been dropping hints (both subtle and straight up) for years about a T track day and finally we were here. I think this would go close to being a record for the most T series cars on any racetrack. Everyone signed on, paid their money and we headed for the pits. After a quick driver briefing and a nervous pit stop for a couple of members we ventured out onto the track.

The first hour was taken up with some photos of all the cars on the grid and driving around the track. Unfortunately, some of them did not turn out that well due to the bright sun and glare, but we still got some great shots. We had some very relaxed timekeepers for the day (Thanks Emad and Andrew), so the following are the recorded times:

- Tim – 1:07.02
- Damion – 1:08.6
- Shayne – 1:09.4
- Jeff – 1:10
- Chazz – 1:12.8
- Karl – 1:13.5
- Tony – 1:14
- Andrew – 1:17.4
- Kev – 1:19.7
- Karen – 1:22
- Mal – 1:25

Now with these times, no one was pushed or asked to 'go hard or go home' Everyone went at their own pace, some had good tyres, some had good breaks. As with every track day there is always 'excuses' and reasons, but at the end of the day we all had fun and I think we have created a couple of monsters by introducing them to the racetrack!

After we had finished at Symmons Plains, we headed into the Boag's brewery for the Beer Lovers tour. First time I have ever done this, and it was fantastic. I know Shayne was definitely impressed by finding a cheese that he can complement his regular Jimmy Boags premiums with!



**DAY 4 – THURSDAY 23RD**

Launceston to Stanley Via  
 • Sheffield (morning Tea)  
 • Wilmot  
 • Ulverstone (Lunch)  
 Overnight in Stanley  
 280kms – 3.5hrs driving

After Day 3's excitement, day 4 was back to driving as we were on the move from Launceston to Stanley. A small coastal town in the NW of Tas famous for its 'Nut' We left the motel and headed out through the Central Highlands for a couple more Targa stages and a tour through Sheffield (Town of murals) and Ulverstone for lunch. Upon arriving at Stanley, we headed straight to the main attraction and headed up the nut. Some chose to take the chair lift, others decided to walk around the top.

**DAY 5 – FRIDAY 24TH**

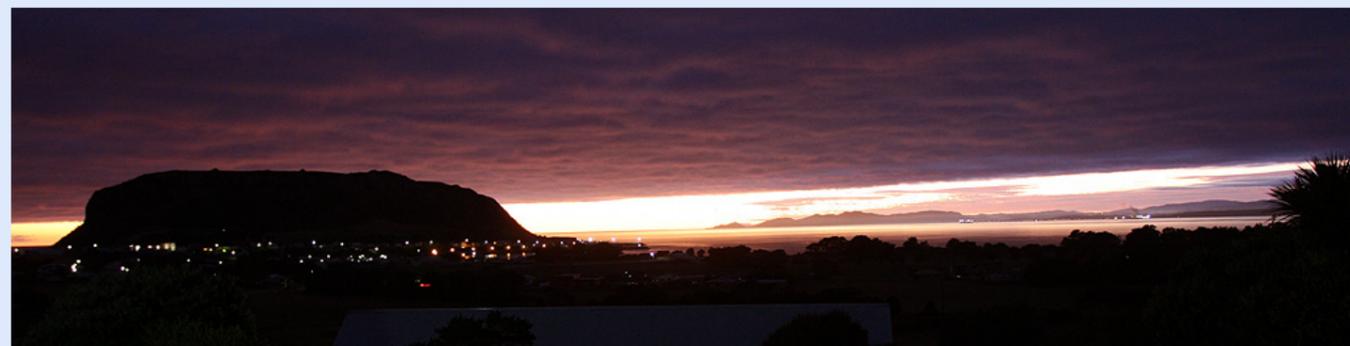
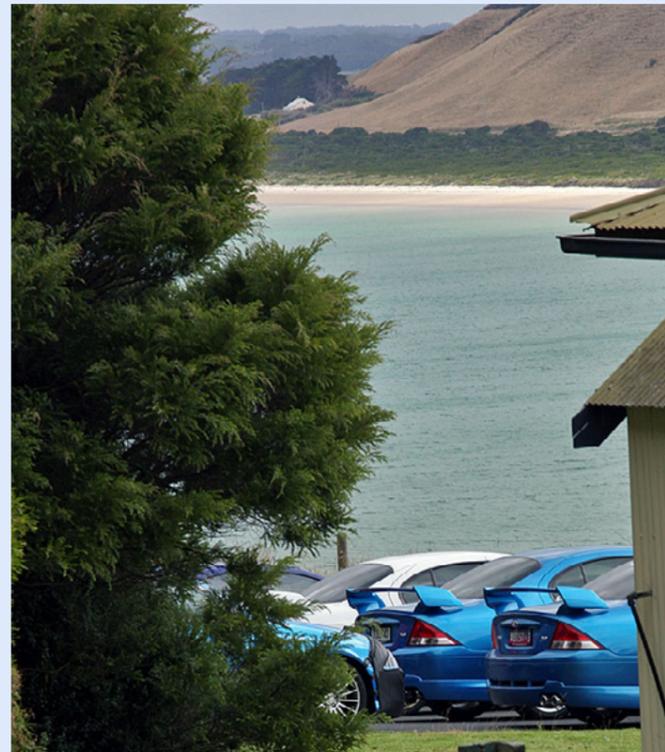
Stanley to Devonport Via  
 • Morning spent sightseeing in Stanley  
 • Hellyer Gorge  
 Overnight in Devonport  
 225kms – 3hrs driving

Semi relax day. This was an easy drive from Stanley into Wynyard where we had a tour through the Wonders of Wynyard early car collection. This collection houses quite a few rare early 1900 Ford vehicles. From here we headed into 'Hellyer Gorge' this Targa stage would be the last one of the trip. From here it was into Penguin for lunch and then via the old coast highway into Devonport to relax and clean the cars ready for the local All Ford Day on Saturday. Friday night we had a final evening meal where all members that attended were presented with a commemorative trophy to remember the event.

**DAY 6 – SATURDAY 25TH**

Devonport  
 • Meeting with local FPV/Tickford/ XR club. Participate in the local Ford dealership All Ford Day Show and Shine (10am till 2pm)  
 • Afternoon cruise via local roads around Devonport before departing on the Spirit that night.

The All Ford Day was a very relaxed small numbers show for the local Ford dealer in Devonport. All the cars were presented perfectly, and Kev and Janette picked up a trophy for 'Car of show' being chosen by the dealer principal. From here the group had a final cruise together back to a club members property for a wind down BBQ before heading off on the Spirit of Tas that night.



**STATISTICS FOR THE EVENT**

**APPROXIMATELY 1300KM TRAVELLED WHILST IN TAS**

**1 X LOOSE REAR WHEEL HUB NUT – REPAIRED AND GOOD AS NEW**

**2 X POWER STEERING LEAKS – NO ISSUE ALL V8 AU'S DO THIS, ONE FROM THE RESERVOIR AND ONE FROM THE STEERING BOOT**

**1 X BOILED BRAKE FLUID – WHO CARES, HE HAD FUN AT SYMMONS COOKING THE FLUID!**

**1 X CRACKED FRONT ROTORS – MUCH THE SAME AS ABOVE, ALTHOUGH THESE WERE REPLACED FOR THE NEXT DAY**

**2 X MUFFLER RATTLES/HOLES – GUYS, YOU NEED TO LEARN THAT THESE BABIES NEED SOME SWEET PIPES, THOSE FACTORY UNITS WILL NOT WORK!!**

**1 X UNDER TRAY CAME OFF – I DO NOT THINK THE CLIPS LIKED THE 180KM/PH AT SYMMONS. (NO DAMAGE)**

**I THINK THERE WAS SOME OTHER SMALL THINGS, COST TO REPAIR THE ABOVE, I DO NOT THINK ANYONE IS KEEPING COUNT, AS THE TRUE COST FOR THE EVENT IS RRELEVANT AS THE MEMORIES ARE PRICELESS**

From memory (it has been a few years now) the trip met and exceeded everyone's expectations and left them with a long lasting impression of Tassie and their fellow T series lovers down here. I know I enjoyed every minute of it.

The Nationals events (not just this one) but all of them go so quick, but they have such a great feeling. Most of us are not able to catch up in between the national's events, but we just fall straight back into that relaxed 'Family' mode as soon as everyone arrives. As I sit

here going over memories from 2012 and typing all of this and looking at the pictures, I honestly wish it was starting all again tomorrow!



**Tim Mann**  
 Club Secretary



# 'All T & P Owners Welcome' July SA Cruise

SA

SA T series today with Kevin and Janet, Deb and Mal. Barry came to see us off, but was unable to cruise with us today.

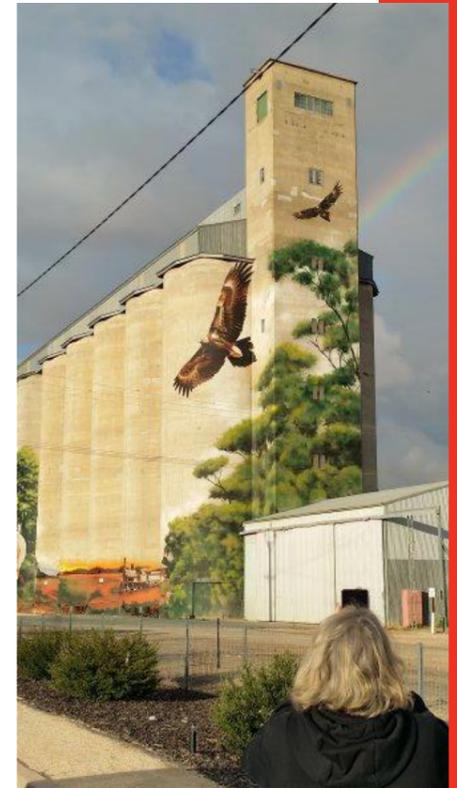
The P250 was much nicer to drive with the new steering wheel.

Started with rain then cloud with sun more cloud and finished with rain. We meet at McDonalds (Munno Para Shopping Centre). We departed there at 10.00am and headed to Truro for Fuel, for Kevin's TS and for our own stomachs.

Stopping at Waikerie silo art then onto lunch in Waikerie.

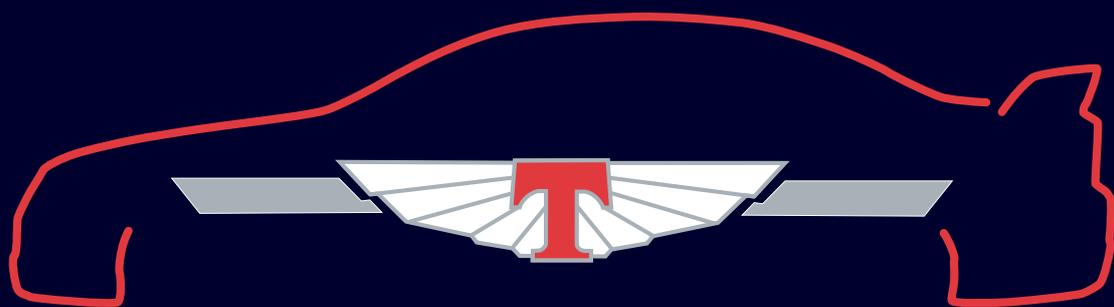
After lunch headed to Karoonda for more silo art. After leaving Karoonda we headed to Murray Bridge and saying goodbye to Kevin and Janet as we went home. The P250 was full when leaving and arrived home with 45 km of fuel left.

Was a good day with T friends. Check out the skeleton.



**Mal & Deb**  
South Australia Event Representatives





**OWN THE ROAD.**

**OWN THE ROAD**  
**T-Series Club of Australia Official Magazine**

Head to our website for the latest events updates, photos and news.  
[www.tseriesclub.org](http://www.tseriesclub.org)