

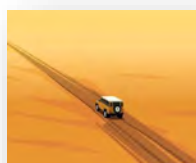
# RIVERINA SPORTS CAR



## ASSOCIATION INC.

# OPEN TOPICS

*The 'Are We There Yet?' Edition*



Edition No. 260  
July - August  
2026



# The Printer Wizards

*Proudly supporting RSCA...*

**MEMBER OFFER:** Mention you are a member of Riverina Sports Car Association for **20% OFF** all compatible brand cartridges or ink refills. **12% OFF** stationery and new printers!

- Stationery and office supplies
- Document management and scanning solutions
- Managed Print Solutions|
- Copier sales and service agreements (Finance available)
- Printer Sales, Service and Repairs
- Original and generic brand toner and ink cartridges
- Inkjet refilling service

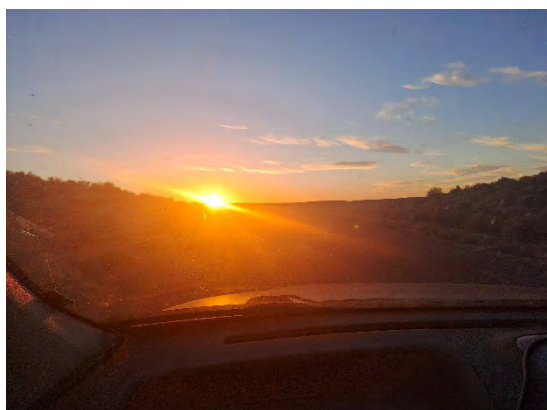
02 6040 7444 [albury@tpw.com.au](mailto:albury@tpw.com.au) 413 Wagga Road, Lavington 2641

## CONTENTS July / August 2026

PAGE	CONTENT	CONTRIBUTOR
4	Committee Members 2026	
5	Life Members	
6	Coming Events	
7	The Voice of the President of the RSCA	Peter Thompson
8	From the Hot seat – Editors ramble	Kim McConchie
9	May Mid-week Run	Malcolm McEachern
13	July Mid Week Run – Old Beechworth Gaol and the Plough Inn, Tarrawingee	Kim McConchie
14	Walla Walla Shown and Shine	Lou Thaus
15	Supporting Albury Wodonga Foodshare	Peter Thompson
17	Cars and Coffee	Alan Brink
18	Winton Historic Races	Peter Thompson
20	Regalia	Warwick Jones (and he's excited!!)
21	Territory to Territory in a Territory	Kim McConchie
37	Tonneau Talk	Alan Brink
39	Winton Festival of Speed info.	

Deadline for next Issue

28 August 2026



**SUNRISE AT BIG RED SAND DUNE, BIRSVILLE**

Photography: B. Liersch, A. Brink, P. Thompson, G. Harris, K. McConchie, C. Rattenbury, 'Ford Falcon', others as credited and sorry to anyone I missed!

There's a fair slab of Territory to Territory in a Territory in this edition, it was a great event and the three of us from RSCA – Gordon Nicholls, Bryan Liersch and myself – had a great drive with the bunch of nutters in old Territorys. We plan to give a presentation at the July meeting, hopefully without sending anyone to sleep! Ask Bryan about his hot-dogs...

**COMMITTEE MEMBERS 2026**

<b>PRESIDENT</b>	Peter Thompson (president@rsca.net.au)	0427 517 543
<b>VICE PRESIDENT</b>	Peter Spasojevic	0419 483 022
<b>SECRETARY</b>	Peter Trescowthick	0428 362 389
<b>TREASURER</b>	Harley Knott	0416 270 409
<b>COMMITTEE</b>	Ray Tanner	0488 445 413
	Gordon Nicholls	0427 215 233
	Alan Brink (alanbrink49@outlook.com)	0419 110 831
	Brian Giersch	0487 639 118

**CLUB OFFICERS 2024/2025**

<b>EDITOR</b>	Kim McConchie (kmcconch@iprimus.com.au)	0427 964 257
<b>EVENT COORDINATORS/DRIVE TEAM</b>	Greg Harris, Kim McConchie, Gordon Nicholls, Alan Brink, Peter Dunham	0427964257 (Kim)
<b>MEMBERSHIPS</b>	Alan Brink (alanbrink49@outlook.com)	0419 110 831
		(02) 6043 2559
<b>PUBLIC OFFICER</b>	Ross Edwards	0408 416 949
<b>RECORDS OFFICER</b>	Lesley Frede (lesleyf@bigpond.com)	0408 216474
<b>REGALIA</b>	Warwick Jones	(02) 6021 4195
		(02) 6021 2377
<b>HERITAGE VEHICLE REGISTRAR</b>	Bryan Liersch (my66mustang@bigpond.com)	0428 572 454
<b>CLUB LIASON</b>	Anthony Saltalamacchia	0487 639 118
<b>PERMITS &amp; REGISTRATION:</b>		
<b>NSW</b>	Peter Spasojevic	0419 483 022
	Bryan Liersch (my66mustang@bigpond.com)	(02) 6025 3784
		0428 572 454
<b>VICTORIA</b>	Gordon Nicholls	0427 215 233
	Bryan Liersch	0428 572 454



---

**LIFE MEMBERS**

**† Roger Benjamin**

**† Roy Hartles, † David Fraser, † Ross Jones**

**Warwick Jones Peter Cooper**

**Gordon Nicholls Lesley Frede Bryan Liersch**

**Malcolm McEachern OAM**

---

ADDRESS ALL CORRESPONDENCE TO :-

P.O. BOX 1330

ALBURY, NSW, 2640

[www.rsca.net.au](http://www.rsca.net.au)

Annual Subscription \$50.00

**Contacts for Victorian registration  
renewals and permits are -**

**Gordon Nicholls**

**Bryan Liersch**

**NOTE: Club plate holders are required to  
fill in log books for every journey before  
you leave home.**

---

*There is a bit of re-formatting of Open Topics going on for  
this edition – as Microsoft have decided to withdraw  
support for my preferred Publisher software, its back to  
Word. Adapt, Adopt, stop your moaning so I'm told.*

---



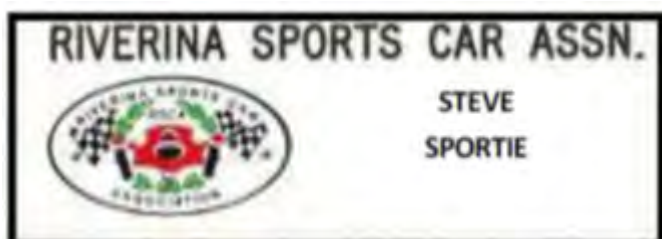
## COMING EVENTS

### JULY

Sunday July 5th.	Track Day at the Logic Centre
Monday 13th.	GENERAL MEETING. 7.45pm Commercial Club Albury.
Thursday 16th.	MID WEEK RUN. Old Beechworth Gaol Tour, see page 13
Friday 18 <sup>th</sup> -Sunday 20 <sup>th</sup> .	Echuca Weekend Tour
Sat 23th/Sunday 24th	Winton Festival of Speed
Sunday 24th.	CARS & COFFEE 10.00am Ripe Tomato, Borella Rd., Albury

### AUGUST

Monday 10th.	GENERAL MEETING. 7.45pm Commercial Club Albury.
Wednesday 12th.	MID WEEK RUN. Details to follow
Sunday 16th.	CARS & COFFEE 10.00am Ripe Tomato, Borella Rd., Albury



Please remember to wear your name badge to all club events. It is also important for current members to make yourself known to our newer members.

*The Prez sez.....*

**Just Sayin' .....**



I've been doing a few miles lately, not only in our area but to Bendigo, through Violet Town and Murchison and beyond as well as the back road from Benalla to Melbourne, and I have to say I am disgusted in the condition of the roads. From gaping potholes to corrugations on old repairs that shake one's kidneys out of one's body, and the washed-out road shoulders. So, without getting too political, **WHO'S RESPONSIBLE?**

Local Shires and State Governments and the RACV really don't seem to give a damn and pass the buck to and from each other, and happily spend obscene amounts of money on pet projects and patting themselves on the back when they do something "warm and fuzzy" that they can put their name on. **WELL, THAT IS NOT GOOD ENOUGH.**

I for one will be complaining to the governing bodies and I do encourage you to do the same, maybe if enough noise is made it might help, and maybe (and most likely) we will be ignored. **But I will remember later this year when they want our vote. ++++++**

I think I even feel better now I've said my piece, anyway it's been a busy month for the RSCA with the many events, Winton, Midweek Runs, Cars N' Coffee and General Meetings all attracting great participation, it's wonderful to see.

We will shortly have a new and exciting web site going live, with the help of new member Marshall Jones, who has done a wonderful job with both design and content. I will let you all know when it up and going. No new members this month but I live in hope for next month.

Happy motoring to all and keep dodging the pot holes.

*Prez Pete*

Peter Thompson  
President, 2026





## ***From the Hotseat!!***

the Editor's ramble for this edition.

It's been a busy couple of months here at the Hotseat - getting ready for winter out in the yard, trying to remove a Renault sump without lifting the motor (fail), pondering the chances of two Honda water pumps failing in short order (for different reasons, Acts of an Unfriendly God), trying to find some time to get cars out for a drive, and managing to fit in family visits to and from in-between it all. And yes, there was a Territory drive which took a fair chunk of time out as well, and I will cover that separately – however it is a vehicle which has offered me great opportunities to explore more modern systems than I usually encounter in the classic tin sitting in the shed.

Climate Control. Now there's a term that has taken on a whole new meaning, well beyond my standard of a lever to select hot, cold or something in-between, a fan with 2 speeds (if I'm lucky), a quarter vent window for draft free ventilation and a wind down window for full air blast satisfaction. I like the concept. Dial in a temperature, let the passenger dial in a different temperature if desired, select Auto, and the magical box of tricks embedded in the dash does wondrous things and does, to the best of its ability, Control the Climate.

Mine doesn't. My first foray into determining why the inside climate seemed to be reflecting the outside climate began with the coolie thingie, which had all the bits required under the bonnet and they rotated as the workshop manual said they should; so in consultation with said manual, a lack of gas was determined by a fault code reader (more electronic magic) and so we said to the A-con man "Gas 'er up!" and he said "Nuh. Get a new compressor, and a suction hose, and a dryer". So, we did that, and the man put in the new bits, and now we have cold air. Now, hot air! This is exciting! Turn up the temperatures, and Yes! we have hot air! Wait – only on one side. I read there is an air-blend motor issue. I also read to replace it involves taking the whole magic box of tricks in the dash apart. I decide hot air on one side is fine, I turn off the vents on the cold side. This is good for a week or two, then I use the demister. Now the box of tricks has decided that demisting is important, and it will continue to demist no matter what alternative arrangement I request.

Which leads to my book review. The factory manual is very detailed, has many great illustrations, and if you add up all the things that can go wrong in the Climate Control system, you too would wish for a hot/cold lever, a fan switch, a quarter vent window and a window you can wind up and down by hand.





## May Mid-week Run



### To Huon Hill Hotel via Granya Gap

*DRIVE TEAM 2026*

Hello lovely R.S.C.A. members,

I am writing this report of the May Midweek run on behalf of PETER DUNHAM who having orchestrated this magnificent event is now travelling overseas with his wife Sallyanne.

Gathering at the Gateway Village it was soon evident that this was going to be a very well attended midweek run. Makes of vehicles were represented by (all very fancy manufacturers) including Ford, Holden, Maserati, Lexus, Jaguar, Saab, B.M.W, Mazda, Jeep, Bentley, Porsche, Prince & Alfa Romeo.

What a club we have. Great people with great cars.

The weather was an absolute cracker, out of the box perfect autumn day, a shirtsleeves day, clear blue sky, nil breeze and the sound of sports car exhaust music filling the valleys on our curtailed (because of consideration of fuel conservation) travels.



A very civilised group of R.S.C.A. members departed Gateway Island and with great restraint travelled to Tallangatta to indulge in morning tea at one of the three cafe/bakeries in town.

Also observed at Tallangatta was another sports car group (perhaps from Corowa?)

who were sporting Ferrari, Porsche, Lotus, Corvette, Aston Martin and an outstanding McLaren. Our group later in the morning passed them parked at Granya having just

negotiated the “GRANYA GAP ROAD” Unfortunately the road has had 80km speed restriction signs installed and dampened the aspirations of all sports car drivers.

Anyway, all members negotiated the route along the banks of the draining Lake Hume to Bethanga Bridge and then onto Wodonga and the Huon Hill Hotel. The food was excellent and our combined company was to die for. Thank you Peter for your efforts in organising and preparing all details for this wonderful event. Let there be many more such club runs.

MALCOLM J McEACHERN O.A.M.



*It's Driver Spotto Time!*



## MEMBERS in ATTENDANCE:

- |                                 |                     |
|---------------------------------|---------------------|
| 1. David & Leanne Scraigh       | Ralliart Magna      |
| 2. John Gyoles                  | Maserati            |
| 3. Jan McDonald                 | BMW Z3              |
| 4. Anthony Ward & Garry Simonds | BMW 304i            |
| 5. Peter & Kerri Thompson       | Mercedes Benz SLK   |
| 6. David Polson                 | Holden Club Sport   |
| 7. Greg & Lyn Harris            | Saab Aero 900       |
| 8. Peter Trescowthick           | Porsche Cayman      |
| 9. David Oliver                 | Ford Falcon AU      |
| 10. Peter & Sals Dunham         | Porsche roadster    |
| 11. Stuart McMurray             | Ford Mustang coupe  |
| 12. Malcolm & Robyn McEachern   | Ford Mustang coupe  |
| 13. Marco Moroso                | Ford LTD            |
| 14. Peter & Carolyn Spasojevic  | Jaguar XK roadster  |
| 15. John & Eileen Carthew       | Ford Territory      |
| 16. Ross & Petra Edwards        | Jeep SUV            |
| 17. Jeff & Lorraine Seidel      | Ford Mustang coupe  |
| 18. Alan & Lynne Brink          | Alfa Romeo Giulia   |
| 19. John Dutkowski & Stephen    | Subaru WRX STI      |
| 20. Tim Banks                   | Porsche 911 SC      |
| 21. Malcolm MacVean             | Bentley GT          |
| 22. Jeff Lacey                  | Lexus SC430         |
| 23. Alan & Kayte Chapman        | Ford Mustang Coupe  |
| 24. Hans & Ida Probst           | Lexus RC350R        |
| 25. Tina Jones & Peter Lester   | Jaguar XKR roadster |
| 26. Lou Thaus                   | Volkswagen Jetta    |
| 27. Jim & Cheryl Grice          | Prince Skyline      |





## *July Mid-week Run.*

*Thursday July 16th.*



The year is kicking on, and Christmas is getting closer - so join us on the July Mid-week run, the first for the second half of 2026! We are ready to go Thursday, 16th July, starting with morning tea followed by a private tour of the Old Beechworth Gaol.

The new cafe at the gaol, located indoors in the Visitor Reception Centre, is a great step up from the old outdoor coffee facility. Meeting our usual requirements, the OBG Cafe offers decent espresso coffee, drinks, homemade sausage rolls, toasties, cakes, biscuits and slices.

After the tour, we then head down to Tarrawingee, where the refurbished Plough Inn will be the lunchtime venue. From there, it's wander your way home by whichever route takes your fancy.

The essential details:

Meet at Gateway from 8.45, for a 9.15 departure to Beechworth, via the Beechworth-Wodonga Rd, and parking outside the Old Beechworth Gaol.

Meet in the cafe for morning tea, and to pay for the tour.

The tour will commence at 11am, and we have allowed an hour for the tour.

Tour prices: \$32 for adults, \$26 concession.

12pm, depart Beechworth on the Beechworth - Wangaratta Rd, and in Tarrawingee park outside the pub and hopefully we can get a couple of group pics outside the pub.

Distance to travel Gateway to pub - 65km.



ESSENTIAL: so I can confirm the gaol and pub booking numbers, please email me at [kmconch@iprimus.com.au](mailto:kmconch@iprimus.com.au), or text to 0427 964 257 by Monday 13 July

## ***Walla Walla Show and Shine***

### ***Polish that tin, Wax that leather, Chrome those nuts!***

It was a cold and overcast day when Brian Giersch picked me up in his Mazda MX5 at 08.10 for the Walla Walla Show and Shine.

The further we travelled from Albury the more sunshine and blue sky appeared, but I am glad we had the roof on!

Approximately 10 cars from the club attended the day. At 9.30 we were instructed by the Marshalls where to line up as a group to display the cars and our banner.

Over all there were about 200 cars, 20 trucks and 10 tractors on display. There was an enormous variety of vehicles some old some new and some rare but all in great condition.

The many stalls were doing a roaring trade especially the food and coffee vans. A hot drink on arrival was much appreciated to warm us up.

The judges had a difficult job to select the entries in the various categories, but by 12.30 the job was done and the trophies presented to the various winners.

Two members from our club received trophies, well done.

They were Karl Richardson in his beautifully restored AC and Craig Rattenbury in his immaculate Valiant Charger

A good day was had by all,

Lou Thaus



## Helping the Helpers – RSCA supporting Albury Wodonga FoodShare

Our Gathering at FoodShare on June 13th, thank you to all who came along to support this wonderful charity, they do great things for our community. It was great to see plenty of members bring their cars and donations to this great charity organisation – thank you one and all.

*President  
Pete*



**EXFLO**   
**Battery supplies**  
 www.exflo.com.au

*Exflo Hospitality Supplies*  
 59 Bennu CCT, Albury 2640  
 Phone: 02 60256200  
 Email: [info@exflo.com.au](mailto:info@exflo.com.au)  
**PREMIUM BATTERIES**  
**WHOLESALE PRICES**



Exflo Battery Supplies is proud to supply Lion Automotive Batteries — a trusted Australian battery brand built to perform in demanding automotive conditions directly to car enthusiasts, workshops and motorsport competitors.

Whether you drive a daily vehicle, a classic car or a high-performance sports car, we can supply the right battery at highly competitive wholesale pricing. Quality You Can Rely On with warranties of up to 40 months across selected automotive ranges.

Lion batteries are engineered to handle Australia's harsh climate while delivering strong starting power, durability and long service life. Manufactured to strict quality standards, Lion batteries provide dependable cold cranking power and vibration resistance — ideal for both everyday vehicles and performance applications.

Lion batteries are suitable for a broad range of vehicles and equipment including:

Passenger vehicles  
 4WDs and SUVs  
 Motorbikes  
 Ride-on mowers

Sports cars and performance vehicles  
 Light commercial vehicles  
 Marine applications  
 Caravans and recreational vehicles

**Battery  
 Finder**



Lion's Battery Finder makes it simple. Just enter your vehicle registration number and it will instantly identify the correct battery for your car. Scan the QR code above or go to <https://lionbatteries.com.au/battery-finder/>

Backed by local support and reliable supply, Exflo Battery Supplies can provide:

Automotive batteries  
 Deep cycle batteries  
 Marine batteries

AGM & Gel batteries  
 Lithium batteries  
 Solar & Standby batteries

Think your battery might be on it's way out? Drop in for a free battery condition test, don't get stuck on the side of the road during your next club run!!

## *Every third Sunday - Cars & Coffee!*

A cool and potentially wet day meant that the June gathering at the Ripe Tomato was smaller than usual. Evidence of this was that only one open sports car turned up – that was Brian Giersch in his Mazda MX5. First Lady Kerrie Thommo was also there in her Ford Capri but to maintain her “coiffeur”, sensibly kept the roof on. Brian has nothing to coiff”!

However, the rest of us decided that our tin tops were much warmer and safe from any rain, which did not come anyway. President Peter was absent due to him visiting his 93 year old Mum in Bendigo and showing off his recent purchase of an SLK Mercedes.

As usual, the conversation was brisk and varied with cars being the dominant subject of course. Good to see the Lashbrook’s back from their recent trip to Japan so it was not all car talk.

Good coffee and food were had by all and after an hour or two, we drifted off home to attend to our normal weekend domestic activities like, read the paper and watch the footy!

*Alan Brink.*



## Winton Historics



The alarm sounded at 5.45am, it was cold and dark as i stumbled out of bed to join fellow club petrol heads at the gateway at 6.45 to go to Winton for the Historics and it was worth every minute.

We had an excellent participation of around 15 cars for the trip, regathering and parking in the display area showing off our club proudly for all to see.

After a morning coffee and a chinwag with members we all went in separate directions to view the many attractions, being, the motor racing, wandering the Pits, and inspecting the fascinating variety of vehicles in the car park display area. Too many to mention by name, but just about any vehicle you could remember from your formative years to current day. Check out our Facebook page for some photos. Two vehicles in particular stood out to me and others, a home-built racer with 2 flathead V8's coupled together at the crankshaft by chain, and a Austin1800 Land-crab Ute with a large V8 driving the back wheels as well as the standard motor driving the front wheels, a true 4x4. Both amazing pieces of engineering. the tuning and synchronizing must have been a nightmare.

Lunchtime came about quickly with invited cars (must have been 100+) to do several parade laps entertaining the general public. Marshall Jones in his Ferrari and



Bruce Standish in his Jaguar XKR were lucky to participate; they still have smiles on their faces.

After a few more races and another mingle in the car display areas and pits areas many of us slowly headed for home at about 2.30ish.

An absolutely wonderful day, can't wait till next year.

*Prez Pete*

[Racing pic: Credit Russ@Foot in Bowl photography]



**HOME INSURANCE FOR THE MOTORING ENTHUSIAST**

Shannons have designed Home & Contents insurance specifically for motoring enthusiasts, including \$10,000 worth of enthusiast cover for those things unique to an enthusiast. Plus extra features like a 10% Multi policy discount when you add a home and/or contents policy to your existing Shannons car or bike policy. You can even pay your premium monthly at no additional cost.

When it comes to insurance for your home, there's only one person you should talk to - a fellow enthusiast at Shannons.

So call Shannons for a quote on 13 46 46.

The Shannons Regional Development Officer for Albury/Wodonga is -  
Mark Crowhurst, 0415 240 270, x67ford@yahoo.com.au

**INSURANCE FOR MOTORING ENTHUSIASTS**  
CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

# RSCA REGALIA

Contact Warwick Jones

b/h 0260 212 377 a/h 0260 214 195



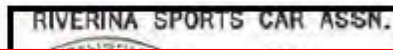
Car Grill Badge  
\$25



RSCA Cloth Badge  
\$7



Car Grill Badge  
25 Years \$20  
(65mm Diameter)



**COMING SOON**

**NEW BADGES,**

**NEW PICTURES**

**NEW PRICES!! WARWICK'S EXCITED!!!**

**AND THEY WILL ALL BE ON THE NEW WEBSITE, STAY TUNED FOR THAT ONE TOO!**

Laminated Car ID

\$3.50



Club Jacket  
With Badge  
\$105



NEW! Removable hood!

\$20.00

Polo Shirt  
With Badge  
Mens & Womens  
\$45



*We went for a little drive...*

## *Territory to Territory in a Territory*



All great ideas start with 3 things: a dose of hardship; a bottle (or two) of red wine; and an inspirational moment of unexpected triumph. (Well, it's worked for us so far!)

So, the background to this inspired madness. In 2025 an event for classic rally cars was orchestrated by Todd Martin, through his business, Muscle Car Events Australia. Intended to run from Adelaide to Townsville, the rains (sound familiar?) resulted in detours, bogs, fun in the mud, and the early demise of a couple of the rally cars. Undeterred, the crews substituted their support vehicles, completed an arduous rally which tested the endurance, fortitude and beverage supplies of all the competitors, and arrived at the finish without further drama. The vehicles were Ford Territories. Which met two of the three criteria for great ideas. A bottle or two of shiraz gave the bingo moment for one of the competitors – we should do a rally for Territories, Canberra to Darwin the hard way, and it can be called Territory to Territory in a Territory! The die was cast, and the event was initiated. Love social media or hate it, it is extremely effective for getting off the wall ideas out there to the people who think 'Heck yeh, I could do that!' And with a \$700 Territory AWD sitting outside the shed, I was one of those who thought just that.

Not just me, as it turned out – when I raised the idea at a club meeting, interest was sparked for two of our members. Thank you, Bryan Liersch and his brother Mark, and Gordon and Janene Nicholls, for also thinking 'Now that sounds like a good idea!' And then hunting down a Territory each to join in the fun, that's commitment!

From there it's all in the preparation – car and crew. The crew was relatively easy – after the various rallies around Oz already completed, I knew who would need no convincing to join, especially when the car was provided! Martin was an experienced hard core off-road caravaner who knows his way around a bog hole, a diff lock and a flat tyre, and had driven his Torana XU-1 around Australia twice in events; his Repco ReTrial co-driver, Paul, had also driven his own Torana in Round the Block for Brock in 2022, and was an all-round capable red-neck from North Virginia, who could find more usable parts in a wreck on the side of a remote track in WA than anyone thought was possible. No hesitation from either of them.

Car prep – we had a hit list from a pre RWC check to start with, plus the assurance from the mechanics who had serviced it for the previous owner that it was actually a pretty sound vehicle all in. Martin and I got stuck into it, replaced pretty much all of the front end and the front diff bushes (reciprocating saw to split the bush shells took 4 hours off the quoted Ford time to do the job) and fixed a few other minor bits. That left a non-functional aircon to fix, and other than that just fit it out. As a 7-seater, the rear seat came out for more storage space, a spare set of rims were sourced and fitted with Falken AT tyres, and then it was fit a 2-way radio, tyre monitors, full service to motor and driveline, and mesh guards over the lights and front intakes. Good old galv 1/4inch gutter guard, easily moulded to fit and durable too! While we weren't anticipating night driving getting to Darwin, it was a no brainer to upgrade to LED lights as the standard halogens were a bit ordinary – and if we drove it home, anything was possible. And I got the aircon fixed, well enough to blow cold air. Mostly.

Yes, the drive home was an IF – IF it made it to Darwin, we had the contingency of selling it up there and flying home. That was a pretty common thought for many of the entrants.

February 22<sup>nd</sup>, a large, near-stationary system settled over the Simpson Desert and widespread flooding began to be reported.

February 28, and Trump declared war on Iran. Should only last 2 weeks, he declared.

March and it was good to go, passed a RWC and 3 months rego. March, and fuel prices were rising. March, and flooding was becoming wide spread, and cutting off some of the areas we intended to head through.

April. Is this even going to happen? April, and co-driver Paul had to pull out due to pressure of the business he runs. 3 weeks to go, and the road closures mean a bit of re-routing (sadly, Innamincka and Camerons Corner are out of the question). 3 weeks to go, and a Yack mate, Ron, comes round to drop some plants off, and I put it to him that an adventure in a Territory to Darwin might be a really good idea. In three weeks time. You know why you have friends like Ron when he agrees without blinking an eye. And just to take the piss a



bit more, the car got re-badged as a Tesla, which allowed us park in car charging bays and explain to incredulous passers-by that this was Teslas latest effort, re-engineering old Territorys to give them a new lease of life. During the course of the event, every Territory was rebadged to reflect the owners regular drives – give Martin duct tape and a permanent marker, and there's no stopping him.

April 30, and it's show time. Off to Canberra for the start the next day. 12 Territorys ready to start, how many to finish? They have come from FNQ, a couple from SA, most from Vic and NSW and – the bloke who started the idea in 2025 has bought a Territory sight unseen in Canberra, flown down with his wife from Darwin, and is going to drive it home. Now there's commitment to your own idea!

That night, with a Welcome Dinner of pizzas and beverages in full swing, it was time to draw your Territory's name. A blind draw of windscreen banners, each with a different name – we became Tony Territory, along with Tabitha, Terry, Timmy, Tate, Toby, Thomas, Tiffany, Tracey, Trudy, Trisha....



And bright and early on the morning of May 1st, time to consult the route instructions!

Day One, Canberra to Hillston, 602 km. Heading to Wee Jasper as the first nav point, our Fearless Leader does a WD in the first kilometre (he is travelling solo, so can't blame the navigator) and we head up a road that was unintended. It seems to be going in the right

direction, so we keep going. No, we don't; fearless leaders Terry has an issue – 10km in and a bolt has parted company with a rear shock absorber, leaving it dangling (and banging and thumping) in the breeze. Well, there's an inauspicious start!

With a full service crew giving great advice, scrounging through spare parts and generally wondering what we are in for, Fearless Leader decides to head off to Harden where another bolt

will be waiting for him, Martin goes with him, and Ron and I carry on. By now the carefully managed group has scattered to the four winds, so we are pretty much Tail End Charlie at that point.

Which is quite handy, as over the radio we can hear a confused group of entrants trying to figure out the correct route out of Wee Jasper. By the time we arrive, cars are appearing as they back-track from the wrong roads, so we are back in the middle of a still scattered pack.



Up a climbing dirt road, running along the Murrumbidgee on a glorious sunny morning, and we find one Terry pulled off near the top of the climb, overheating concern. Our temp gauge is also the highest seen so far, and in fact we don't see it that high again – it was a bit of a decent climb. Push on, gravel timber plantation roads all the way to near the Hume; duck under it to Coolac and on to Cootamundra, then a quick run to Temora for lunch. Fearless Leader greets us there, Martin returns to have a drive of Tony, a squiz at the Evonne Goolagong Big Tennis Racquet at Barellan, and its off the Mid-Western Highway for a final 100km dirt road sprint to Hillston. One down, eleven to go...



Day Two, Hillston to Broken Hill via Ivanhoe and Menindee; 467km with 224km of dirt roads. The dirt heading from Hillston to Broken Hill via Ivanhoe and Menindee wasn't too bad, occasional patches of bulldust which we mostly avoided, or just ploughed through if we had to. Lunch in a paddock by Sayer Lake (well, we could see water in the distance, there was a locked gate stopping access) and we found an easy restorer waiting for a good home. Touch of rain - actually a small cloudburst - added a bit of mud to the dust. On to Broken Hill, it might be bitumen but it's a bit of a roller coaster ride and we were quite concerned that the contents of the fridge may be getting a bit of a frothing up as we go. Beer o'clock declared on arrival, degree of frothing deemed acceptable, and it's a rest day tomorrow to explore Broken Hill and the surrounding areas.



Day Three. Rest day, so it's up to the top of the muck pile for an overview of the town, then off to Silverton to the Mad Max 2 museum; a pie at the bakery and then the Menindee Lookout, where we tried to emulate MM2 by videoing a high speed Territory drive-by.

Other tourists there failed to notice. Back to the motel and I decide to do a bit of under-bonnet maintenance, and disaster strikes – while replacing the air filter, I nudge one of the aircon pipes and a join separates with a helluva bang and sprays me, the engine bay, and Gordons car parked next to me with refrigerant.

Glowing green, I head for a scrub and a mouthwash, rinse and repeat. And again. A post mortem shows a hose clamp is missing, and it was only a matter of time before it would have sprung apart – I just hastened its demise. And so we said a sad farewell to aircon for the foreseeable future, as the chances of getting it fixed before Darwin are negligible. This is confirmed when the possibility of the only aircon place in Winton getting it fixed answers the phone with 'This number is not connected please check the directory and try again' .....

Day Four - Broken Hill to Cunnamulla, 875km via Wilcannia, Cobar, Bourke. Pretty much all bitumen today, the feral population of goats, plus wandering livestock and oncoming road trains provide the most entertainment.

Tony the Terrytoy is starting to impress us (even without aircon) with its all-round ability. On the good gravel roads, sitting on 110-115km/h is quite feasible and, when they deteriorate, it's still got enough suspension travel to pretty much take it all in its stride. (We will find out some limits to what it can take in coming days, but that is still to come). The layout of satnav, tyre monitor, 2 way and drinks holders work, the 6-stacker CD player plays my music choices just fine, and it's comfortable -

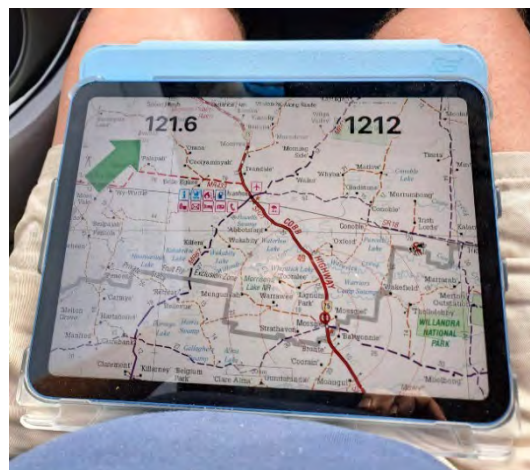


even in the cheap seats in the back where the sounds of snoring from whoever is occupying them is not uncommon.

We have supplemented the satnav with a tablet mapping app that Martin uses for both outback treks and ocean racing, using HEMA Maps (The name HEMA is an acronym taken from the first two letters of the founders' first names: HENry and MARGaret Boegheim, founded in Brisbane in 1983 and the gold standard for maps – the things you learn on a trip!) and with GPS plotting positions precisely on very detailed maps, we were very appreciative when we were off on the backroads later in the event. The 121.6 is km/h, the green arrow our general direction to steer – useful for ocean racing, Martin tells us - and 1212 was kilometres to a preset way point we are steering to - in this case the next day's lunch stop.

Cunnamulla was the alternative destination to our original planned route through Innamincka and Camerons Corner, so other than being bombed by swarms of Corellas, and a rippa of a vegetarian spag bowl at the pub, it wasn't a trip highlight, more a reminder of what we were missing out on. Next!

Day Five – Cunnamulla to Birdsville, via Eulo, Quilpie, Windorah, Betoota, 935km. Around 120km of dirt roads, although diversions may add to that. Jerry cans full before we leave is highly recommended; a bakery breakfast and we are away ASAP. Ferals abound, but my oh my, how green is this landscape? We have been seeing green until now, but heading into red sand territory and its starting to look – lush. Roads are OK, decent speed is maintained, fuel economy less than expected – averaging 12.4/100km – and then, I guess the inevitable, the road went from 'you beauty!' to 'oh blimey'. And, of course, the caravans started to appear,



just as things went to a wee strip of bitumen. To the credit of most, they pulled over when they could to let the line of Terrys through. Some, however, remained blind to anything but the view through the windscreen, and seemed generally shocked and outraged when overtaken by a Terry in the dirt next to them, lights on high beam and horn giving a bit of advice to move over (probably a letter to the Editor of the Herald Sun about the damned impertinence of these speed demons in Territorys who have no respect for law abiding caravan owners who regard 80km/h as a maximum velocity anyone needs, I have never had an accident although I am told I have caused many, Yours, Disgruntled of Balmain).

Into Betoota, what a great pub, surround by sod all. Know by many for its satirical media, The Betoota Advocate, the locals – all four of them – greeted us like long lost family, got happy snaps, sold us merch and poured cold drinks while describing how they keep the place running. A great collection of interesting vehicles out the front – all going and used regularly for firewood collection, pig shooting, and general mucking around we were assured – a place to spend a long arvo next time we go past. Another 170km, and that iconic pub – Birdsville. Not what I expected. The outside was what we all see in the travelogues.... out the back, a rabbit warren of accommodation.

OK, I shouldn't be surprised by that, it's a very popular spot, but - it jarred a bit. Still a good night at the pub, decent meals and...8.30, where did everyone go? Seriously, EVERYONE went to bed? Birdsville pub, ready to close by 9.30. I didn't expect that either. Betoota is really looking like the place to be next time!





Day Six – Birdsville to Winton, via Bedourie, Boulia, Old Cork Station, 780km. An early morning start for us, we headed out to the Big Red sand dune to get some sunrise pics. We found Big Red's smaller cousin near to it, and drove up through the sand – no drama at all. When the sun came up, the startling sight was a lake we had driven past in the dark – wow, so much water, it really did drive home how wet it had been. Happy snaps, and back to the pub for a 7.30am leave.



With fuel at Boulia 190km down the road, not everyone filled up at Birdsville. Wrong call! (I did fill up on arrival, but the servo shut at 5 – we arrived about then). 30km out of Birdsville, detour! Road to Boulia cut by floods, so we were redirected to a dirt road heading at 45 degrees to where we wanted to be – think a big triangle where the shortest side is the one you can't go down. And to add to the interest, a cattle truck was now leading the group and making pretty good time while doing so – the dust cloud was visible 3 kms behind, as we were, and determined Terrys were trying to overtake in blind driving conditions. The radio chatter was interesting to say the least as cars were called through by the ones out the front of the truck. We were calculating the additional distance the detour was taking us, and figured it added at least 80km to the trip – ok for us, but then the radio call came from one of the cars behind us – Help! About to run out of fuel, can anyone spare a jerry can? Caught out by the detour, their plan to refuel in Boulia had come badly unstuck; we were able to pass them our jerry can with a promise of a 1967 Grange in return in Darwin. OK, we settled for a tank full of fuel in Kynuna, which cost about the same.

Off to the old mail routes rather than go directly to Winton, crossing the Diamantina River tributaries regularly as we headed there by the most obscure roads possible. This is where Martin's maps were a blessing, and we led the group as no-one else had a clear view of where we were going.

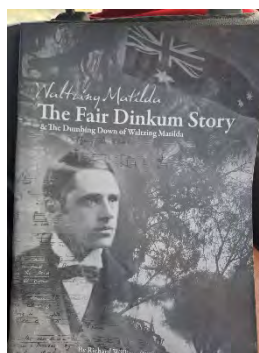
Plenty of cattle, plenty of cattle grids, the odd gate to be opened, and plenty of flood-ways. Here we found the limitations of the suspension – while the roads were OK for 100-115km/hr, and most flood-ways were fairly benign, one on ten wasn't. But you didn't know that till you hit it. The person in the back (me) complained – loudly – that a shock absorber had come through the seat and done some serious damage to their bum on the worst of them; certainly, new bump stops would be needed and probably shock absorbers too, and on at least one flood-way poor old Tony got air on the exit, which was exciting for all on board. The beverages were certainly shaken, not stirred. Into Winton, we have a house for accommodation, and it's another 2-night stop. Great! Let's have a hot shower before we settle in and cook a roast dinner! Oh- the town's on bore water, complete with rotten egg gas and, if you are having a shower, hot rotten egg gas! Lovely town, two nights was maybe one too many. The roast dinner was excellent, however. So was the wine.

Rest day, so went to the things Winton is known for – the dinosaur and fossil museum, the truck museum (now I'm getting interested) and a tour of the best houses with more cars in the yard than are easily counted – next time, I'll bring a trailer! We noticed the coolant level kept dropping, so added a bottle of Rislone liquid copper block stop, and no further issues. And sadly, at Winton, Gordon and Janene had to pull the pin and head back home due to some pressing business matters that needed attention, so the RSCA Team was down to two.



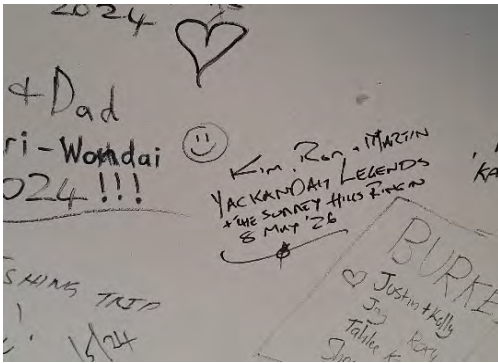
Day Eight – Winton to Mt. Isa, 474km via Old Dagworth Station, Kynuna, McKinlay, and Cloncurry, starting out on the Old Landsborough Highway. Old by name, old by nature – another single lane strip of mediocre bitument to rattle the teeth and test the suspension, but this area is full of history. And we were fortunate to have a history teacher with us.

A stop at the old Dagworth Station cemetery, and then a stop to discuss the true origins of Waltzing Matilda with Bill Magoffin. Bill and his father before him have done extensive research into the song’s background, each has published a book of their findings, and the popular stories behind the song are shown to be mostly crap. The destruction by arson of the Dagworth Station shearing shed during a shearer strike is one of the pivotal moments that led to the song.



From there it was form a T at the Pinnacle, flyby the Blue Heeler pub, where writing on the ceiling (the walls are full) is a pre-requisite to a drink; and a quick lunch at the McKinlay pub (don't have the steak sandwich unless soles of old boots appeal) and into Mount Isa late afternoon. Into the Territory next, Tony is getting excited, and next stop, Barkly Station.





Day Nine – Mt Isa to The Barkly Homestead, 475km, how easy is this? Pretty easy actually, and with a start at Lake Moondarra Lookout (yes, Mt. Isa does have a lake, and it's a ripper!) and away we go!

Through Camooweal, with a servo feed (Battered savs! Fish sticks! Ancient pies in the self-serve that archaeologists get excited about! And a tomato sauce dispenser with its own population of blow flies!) and it's a breeze to Barkly Station, in early enough to have a swim, a few bevvies, before a pretty good meal. Tomorrow – The Traditional Barkly Homestead Le Mans Start.



Day Ten, Barkly Homestead to the Daly Waters Pub, 658km via the Heartbreak Hotel; and it's the now traditional Drivers! Assemble trackside, and prepare for the sprint across the bitumen to launch the Territories onto the Tablelands Highway! On your marks, get set... ok, it's the second time for the traditional Le Mans Start – thereby making a tradition. Last time – Toranas in 2022 – my co-driver did the run, went face down on the bitumen, and was thereafter known as Bruce the Bitumen Biter. This year, no blood was spilt. Onto Daly Waters, via the Heartbreak Hotel. 'On the





bitumen ' all the way although the Tableland Hwy to MacArthur to get to Heartbreak Pub was a bit of a one lane goat track. Scenic highlight was a sinkhole. It's a big hit with tourists, apparently. Lunch at the Heartbreak, then into Daly Waters and... where the heck is everybody? It's very quiet, the camping ground, usually bustling, is about a third occupied; the queue to order dinner is a 5-minute wait, not 25; and dinner appears in around 20 minutes. Tiny, the owner, does one circuit on his mobility scooter and disappears after a quick chat, no donkeys, dogs, horses or chickens in tow. Oh yeh, the events on the international front are having a huge impact out here.



Dinner is just fine, the beers are cold and now looking at just one more day on the road.....and Oh No, another Territory in strife. Len, from Adelaide, doing a solo run for the



second half of the drive has as much coolant on the ground as there is in the radiator. A split somewhere in the guts of it is diagnosed, and the traditional remedy applied – plenty of ground black pepper, ease the cap off a turn, and order a new radiator to be waiting in Darwin. It works just fine - he could have got home again if the pepper supply held up.

Day Eleven – Last day. Daly Waters to Darwin, 600km via a sausage roll morning tea at Mataranka, where the Liersch Brothers had their first mechanical moment by the side of the road (with coffee, a very civilized way to do it) when the drivers window lost its desire to go up and down. With the appropriate language and some thumping and bashing, it got sorted. Off for a swim at Mataranka Hot Springs, watching out for crocs that came down when the place was flooded recently. Definitely a no pies today, thanks, pass through Larrimah, then a stop for lunch at The Lazy Lizard plus car museum in Pine Creek. Now there's a place worth a stop if you're passing by that way, a very nice personal collection of cars and motorbikes for a gold coin donation. The Buffalo Burger was excellent, probably the best burger of the trip!



Back on the road, through Katherine and then full throttle to the Club Tropical Resort, Lee Point in Darwin, and that means we have knocked off nearly 6000 kms in 9 days driving. Must be Pool time!! Then drinks!!!



So the final day in Darwin, and first up it's get the aircon fixed; with that sorted we play tourist in Darwin for the day – the Air Museum, any place with a B-52 on display is a must visit; a walk along the Bicentennial Park Circuit with the memorials to the bombing of Darwin, lunch (excellent choice) at the Darwin Trailer Boat Club, then back for the grand finale dinner and award presentations an opportunity to recycle rally boards from the previous rally!



May 13, and it's time to head south and homeward bound. Two up, Martin has commitments in Melbourne so it's the delights of Jetstar for him, and the Territory for Ron and I. No stuffing around, its Tennant Creek 990kms / Coober Pedy 1200kms / Renmark 945kms, and home, a final 750kms. With a couple of diversions, it meant around 4000km all up, so we got cracking.



Darwin to Tennant Creek, a straightforward 990km run down to the pleasure that Tennant Creek (Jewel of the Not Quite North) always brings. Not sure I made the best choices here, the pub/ motel gets locked down at sunset.... The ambience is special...



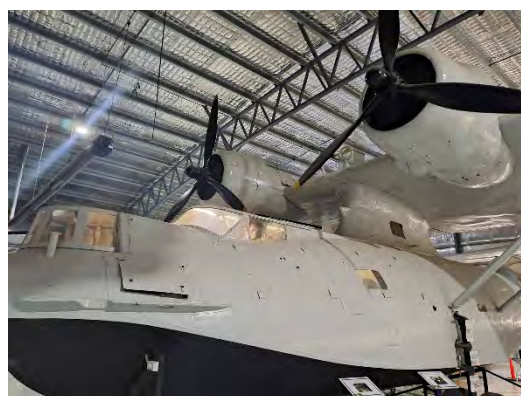
1200km to Coober Pedy, an early start once we broke out of Fort Goldfields Hotel; sunrise at the Devil's Marbles and after that it was set the cruise to something close to the 130kmh limit, oops look at the fuel consumption, let's try 125. Rolled into the Underground Motel as the sun was setting, so pretty much 12 hrs point to point. The motel is a pearler, although the 'being in a room in a mine' has a couple of compromises (bathroom ventilation for example) but well worth it for the experience. With only 7 rooms, you'll never feel mobbed by the other guests.



Dinner, 'Good eating out in CP' recommended Oliver's Bar & Restaurant with good Aussie meals, plus Indian and Chinese. So there we went. The ambience was another world - in a good way, despite appearances. It's at the back of the Ampol station, so get a meal and fill the car all in one. With only a couple of people there waiting for takeaway, we had the staffs undivided attention. And, appreciating where the staffs' home was, we went for the Indian menu. Best choice we could have made, in '70's vinyl and plastic woodgrain splendour the food was as good as you could want, the service spot on, and the price befitting a service station cafe. All power to them!



Next, 945km to Renmark. Dull, cloudy depart with rain sweeping the horizon and soon pissing down. What a change. The highway is a bit rutted, and collecting water meant a couple of overtaking manoeuvres had us sideways as the old girl aquaplaned, maybe 125 was a bit ambitious. Backed off and no further bum clenching moments. Off through the hills to Burra and on to Renmark, great - curvy climbing and dipping fun - roads has us in around 4.30, 9 and a bit hrs after leaving. Dinner at the Renmark Club, roo cooked as it should be, a glass of red and off to bed.



Last day and a brunch in Mildura, visit the Catalina Museum at Lake Boga, a couple of stops for Ron to visit

the places nearby where his family once lived, and home for a Chantelle McConchie special roast lamb. Sorry Tom Cruise, maybe drinks another night.

All up we added nearly 11500kms to the Territory, and it feels like it could do it again tomorrow. Fuel averaged 12.4 l/100kms, which given I'd budgeted for 15 was pretty good, and fuel prices were lower than expected, mostly due the govt interventions being effective. Fuel shortages? None - with the drop off in tourists, some servos had more than they wanted on site.

And after all the jokes about how many Territorys would be left on the side of the road, upside down and on fire, the total problems encountered were the shock absorber bolt lost (but probably not fully tightened when the shocks were replaced); one puncture; a split radiator, patched and then replaced in Darwin; a window not doing the uppsy and downsy, quickly sorted; our minor coolant loss, fixed; and the AC pipe failure I had was a third party issue, financially resolved when we got home. Only one was left for sale in Darwin, the rest of us all drove them home.

Would I attempt the same trip in a Chinese SUV? No. And if anything, this trip, in cheap as chips Territorys, brings home what Australia has lost when it comes to cars manufactured for Australia. And I'm thinking it will be doing another trip soon – it's a keeper!

**Badges of Honour**



## TONNEAU TALK

We welcome our new members to the club:  
 John Gyoles, and his partner Manatchaya, 2017 Maserati Ghibli S  
 Lou Thaus, and his partner Lorelie, 2014 VW Jetta  
 Trevor Smith, and his partner Fiona, 1985 Peugeot 505 GTi

*See you on the next run!*



### Attention NSW members on H and D plates

Log Book entries for NSW vehicles on H or D plates TfNSW now has a permanent NSW Police liaison officer attached to the Historic and Classic Industry Working Group. Recent reports and social media posts have led to that officer providing the following suggested message to clubs.

This is quoted verbatim for your advice:

*"When completing a log book entry, the person who is completing the log book entry for the day should ensure that they are recording their "Full Name".*

*It is important that the log book entry is completed correctly and before first use of the vehicle on that day, abbreviations, initials or "ditto" marks do not fulfill the requirements of the conditions of the log book.*

*One entry is required in the log book for that day regardless of how many drivers use the vehicle. The instructions are in the front of the log book. Remember, log books allow personal use of vehicles and are an important part of the registration and insurance process, incorrectly entered or log books not completed could result in police action or non-payment of an insurance claim."*

Club members are advised to heed the advice of the Police liaison officer.



# TONNEAU TALK

Bank details are as follows

Hume Bank BSB 640-000 A/C 111283233

Myer Centrepoint

## NOTICE

New financial members who haven't received their badges  
and new member kits.

Please contact Warwick Jones on 0412 698 898

Or Email [wambjones@bigpond.com](mailto:wambjones@bigpond.com)

to arrange a time for collection.

## Disclaimer

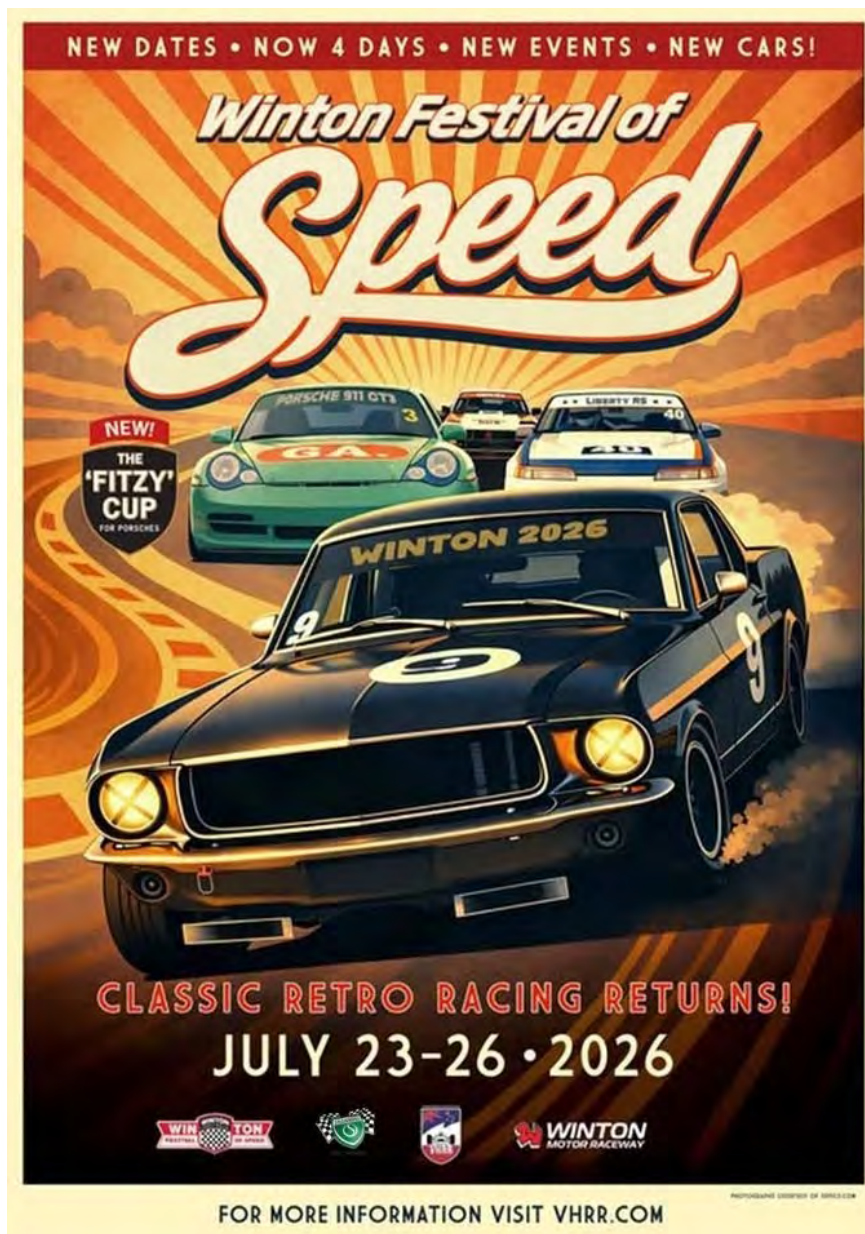
1. The Riverina Sports Car Association Inc (RSCA Inc) and its officers and committee cannot be held liable for any errors and or omissions in articles and report notices, advertisements, comments and advice of events that are published in good faith.

It should be noted that the publication of an advertisement or an expression or view in articles and reports does not necessarily imply endorsement by the RSCA Inc. of the advertised product or service or the views expressed in any article or reports published in this magazine.

2. The Riverina Sports Car Association Inc (RSCA Inc) accepts no responsibility for any information or comments appearing on Facebook or any other social media forum claiming to be a representative of this club.



Coming up, the next big Winton event - Thursday 23 July 2026 9:00 am to Sunday 26 July 2026 4:00 pm Club run, anyone?





*Old Fashioned Southern Italian Cafe Diner in  
Howlong, NSW.*

*Traditional Aeolian and Sicilian Fare,  
served with Love & Passion.*

*Food we share with family & Friends.  
You will find us at the rear of the Hub Arcade.*

*6/45 Hawkins St , Howlong, NSW, Australia, New South Wales 0459 330 684*



September-October 2025

