



French Car Torque



Magazine of the French Car Club of Canberra



July 2022



On the cover Salesman Riley Edberg,
with a couple of P3008's at McGrath Peugeot.
Photo by Brad Pillans

FRENCH CAR TORQUE

Official journal of the
French Car Club of Canberra Inc.
(FCCC)

PO Box 711, Civic Square, ACT, 2608.

The French Car Club of Canberra website is at:
<https://frenchcarclubofcanberra.com.au/>

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Bonjour Francophiles,

Things are looking up – the weather has warmed (somewhat), the days are getting longer (by about 1 minute/day), fuel prices have dropped (down about 20 cents/litre) and my 508 has been nicely repaired after a close encounter with a kangaroo.

On the latter, Hume Body Works have done a terrific job on the minor dents and scratches that were inflicted by the kangaroo. The basic excess on my insurance was \$700, so I had to pay that. I also negotiated with my insurer (CommInsure) to have another scratch repaired on the rear bumper – the roo had scratched the bumper but I had previously scratched the bumper myself, so we agreed to share costs on that, with another \$300 leaving my wallet. The car looks great (again), so needless to say, I'm happy with the outcome.

Sue and I recently celebrated her birthday, with dinner at our favourite French restaurant, *Les Bistronomies*, in Campbell, and I am pleased to report that no kangaroos were encountered!

Recently, the ACT government announced that new fossil fuel-powered cars would be banned from sale by 2035 in Canberra – more on that later in the newsletter. The announcement prompted me to drop in to McGrath Peugeot and ask what the future looked like for getting Peugeot EV's onto Canberra roads – well, into their showroom at least.

Sadly my good friend, Brad Evans has left McGrath Peugeot (for a job at Mercedes), but I had a good chat with his successor, Riley Edberg (only 3 days into his new job) as well as Sales Manager, Paul Stamatidis. Both confirmed what I knew already – the 308 PHEV is expected to reach us early next year.

After I mentioned the French Car Club of Canberra, Riley instantly brought up the club website on his screen and we started talking about club activities and old French cars, while he scrolled through the images on the front pages of our newsletters. Then we went outside to see their new cars, at which point Riley enthusiastically accepted an offer to sit in my 508 – an old car, by definition, to a new car sales person!

Although only a few days old as a Peugeot sales person, I was impressed with Riley's eagerness to learn about the marque. Good luck, Riley, and I hope to catch up with you and Paul again soon.



*Riley Edberg, strutting his stuff at McGrath Peugeot
Photo: Brad Pillans*

This month's club meeting will be at our usual venue, the Raiders Club, at 8 pm on Tuesday 28th July, with dinner and drinks from 7 pm. I look forward to catching up with members who wish to attend.

Au revoir,

Brad Pillans

2021-22 FCC COMMITTEE

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CLUB EVENTS 2022

Calendar

26 July French Car Club of Canberra meeting, Raiders Club, 1 Liardet St, Weston, with dinner from 7 pm and meeting at 8 pm.

23 August French Car Club of Canberra meeting, Raiders Club, 1 Liardet St, Weston, with dinner from 7 pm and meeting at 8 pm.

28 August French Car Drive to a winery in Murrumbateman

18 September All French Car Day, Silverwater Park, off Clyde St East, SYDNEY. Contacts: Ross 0499 708108 or Chris 0412 306504

27 September French Car Club of Canberra AGM, Raiders Club, 1 Liardet St, Weston, with dinner from 7 pm and meeting at 8 pm.

23 October French Car Drive to Tidbinbilla Tracking Station or Lanyon Homestead

25 October French Car Club of Canberra meeting, Raiders Club, 1 Liardet St, Weston, with dinner from 7 pm and meeting at 8 pm.

22 November French Car Club of Canberra meeting, Raiders Club, 1 Liardet St, Weston, with dinner from 7 pm and meeting at 8 pm.

December Christmas BBQ; date and venue to be confirmed.

French Car Drives in 2022

Our regular "French Car Drives" are aimed to create opportunities for us to use our concessionally registered cars. Cars, and owners, of all ages are welcome. More details closer to the time of each drive.

Lisa Molvig, Social Secretary Reno1338@hotmail.com

June 26: Breizh Café, Ainslie

Afternoon tea at Breizh café in Ainslie was popular with both French and Rover club members. We had 15 people attend and all enjoyed the coffee, crepes and other sweets. We even scored a bonus pastry each to take home as we were their last customers for the week.



Talbot-Darracq 1922/23

Restored and owned by Greg Spackman

Lisa Molvig

The Talbot-Darracq company existed in France from 1896 to 1959 through various financial arrangements with other car makers in France and England. They built cars for both everyday use but also racing cars in the early 1900s. Greg Spackman, a panel beater/ fitter and turner by trade, acquired this 1922/23 Talbot-Darracq Type DB in 1975 and restored it himself over many years. The car was given to him by the original owner on the understanding that the car was to be restored and he was not to profit from it.

The car was bought new by Alexander Edward Dickson, a wealthy property owner from the Harden- Murrumburrah area, a 90 minute drive north-west from Canberra. Greg's grandfather worked on the property for many years, so the family was aware of the car and its history.

The Talbot Darracq's original registration plate in Nov 1923 was 37271 (NSW) and driven by the Dickson family until 1932 when it was retired at ~25,000miles. It then lay in a paddock (see image below) until Greg acquired it in 1975. It is one of possibly 5 left of this model in the world. It is an export model and had a heavier chassis for Australian conditions.



The car was nearly complete when rescued from the paddock. A few engine parts were missing, so Greg made replacements in his workshop. The generator was missing, also the oil filler cap, but others were found within Australia. Being a panel beater, he was able to fix or remake all the bodywork himself. He reckons it is now better than when originally constructed. He has kept the colour scheme similar to the original, cream body with dark brown guards.

The engine is 12 horse power, 1597cc, 4 cylinder, overhead valve with a 3 speed gearbox. The wheelbase is 9 ft 10 inches with a track of 4 ft 1 inch and the complete car weighs 19 hundred weight. Fuel consumption is ~25 miles per gallon, which is quite good for a car of that vintage and size. The car is right hand drive, but the driver has to enter the car via the left side as the spare wheel is on the driver's side.

Restoration was completed in 2013 and the car is on historic registration. His home club is the Veteran and Vintage Car club of Australia (ACT).

<https://vvccaact.org.au/>

Greg and his wife Mary have attended several of our club displays, such as French Car Day and Battle of Waterloo, in recent years. Great to see these early examples of French engineering next to our classic and modern French cars.



All new cars in the ACT to be EVs by 2035

Brad Pillans

The ACT Government has released its 2022-2030 Zero Emissions Vehicles (ZEV) Strategy, which includes plans to ban the sale of new petrol cars from 2035. The ACT's current weight-based registration system will also be replaced and vehicle registration will be based on emissions.

The current registration system penalises heavier electric vehicles, despite their lower emissions, so the proposed changes should encourage more people to buy lower emissions vehicles.

The government has also announced other incentives to encourage Canberrans to buy EVs, including interest-free loans, free rego and a stamp duty exemption for new and used EVs. The number of charging stations will also be greatly expanded across the ACT, and by next year it will be mandatory for all new multi-unit residential and commercial buildings to include electric vehicle charging stations and all new other builds should be "EV ready".



ACT Chief Minister, Andrew Barr, behind the wheel of a Peugeot
Photo: ABC News

New 308 coming down under

Mike Fourie, GoAuto, 5 July 2022

Peugeot Australia has confirmed that its new-gen 308 will go on sale during the final quarter of this year. It's been more than a year since the third-gen Peugeot 308 made its world debut. At the time it was expected to arrive Down Under in Q1 2022, but owing to a number of factors, the model – the first to bear the marque's new coat of arms – will now debut at the end of the year.

The initial line-up will comprise the 308 GT Hatch, 308 GT Premium Hatch and 308 GT Premium Wagon, but next year will see the local introduction of the 308 GT Sport Plug-In Hybrid flagship.



The three internal combustion engine (ICE) variants will be powered by a 96kW/230Nm 1.2-litre three-cylinder turbo-petrol engine, paired with an eight-speed automatic transmission. However, the 308 GT Sport Hatch Plug-In Hybrid – which is likely to be the only plug-in hybrid vehicle in the small hatchback segment once the Ioniq PHEV variant is discontinued – will combine a 132kW 1.6-litre four-cylinder turbo-petrol engine with an 81kW electric motor, mated to an e-EAT8 automatic transmission, providing a combined 165kW/360Nm.

Also coming next year is likely to be the new 408, available with a choice of three engines, two petrol-electric plug-in hybrids and one conventional 1.2-litre turbo-petrol, then, down the track, a fully electric version.

CLASSIFIEDS

For sale, parts and wrecking

If you want to advertise something for sale or simply offer items free to a good home, then this is a good place to let other club members know.

Please contact either Colin Handley (0414 484 398) or Brad Pillans (0427 662 112) to place an ad.

For sale

Early Peugeot 404 instrument cluster

Also have front indicator light and bumper bar over-riders to suit same model. Make an offer. Contact Lisa 0412-011927 or reno1338@hotmail.com



Peugeot 203 station wagon 1954

Sapphire blue and white 2-pack paint, redone interior, strong motor, reco gearbox and brakes. On full NSW rego. \$15,000. Reluctant sale, due to health, Keith 0405 388 602

For sale

2009 Citroen C5X708 2.0 HDI automatic sedan

Engine No KJV10DYXG4PSA011246

Not Registered – Axle shafts and CV Boots worn. Hydraulic suspension inoperable .. RHF shock requires replacing.

Contact Geoff Thomas Ph 0269772278

Email jacqui_pic@hotmail.com

Best offer. Located in Temora, NSW



CLASSIFIEDS

For sale

2001 Peugeot 406 SVDT automatic wagon

Not registered; no longer roadworthy; electronics not working.
Make an offer. Located in Temora, NSW
Contact Geoff Thomas Ph 0269772278
Email jacqui_pic@hotmail.com

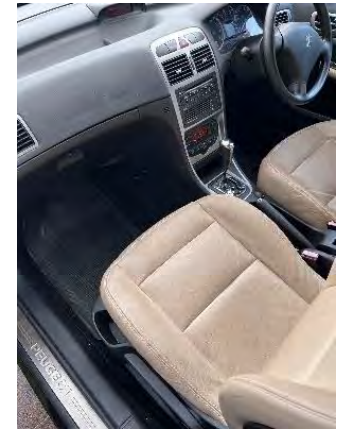


1951 Peugeot 203 sedan

Black paint, very original car; on club rego; reco motor and brakes. \$12,000. Contact Keith 0405 388 602

2004 Peugeot 307 hatch

NSW Rego ARN 11R (valid until Sept 2022)
One owner regularly serviced, Petrol, 5 door Hatch back, Auto,
71,500KMs. In very good condition. Price: \$6,000 ONO.
Contact Abhi: 0419 231 220



Wrecking

Peugeot 404 1967 sedan

Sunroof, nice early 404 front bumper; damaged roof; rusty rear.
Colin Handley 0414 484 398



Weirdest French cars ever?

Drive Team & Rob Margeit, 14 July 2022

To celebrate Bastille Day, *Drive* revived a story by Tony Davis, first published a decade before. So, here is their list and commentary, of some of the strangest cars ever to come out of France. And not a Peugeot amongst them!

CITROEN DS: Beautiful, revolutionary and so much more, right down to the brakes, steering and suspension. Weird, as in wonderful!



CITROEN 2CV: Equally obvious, and equally elegant in terms of answering a query, in this case: how do you build an ultra-cheap car that can carry four people and a basket of eggs across a freshly ploughed field without any breakages?



CITROEN AMI 6: This boxy sedan, with deep-sea-creature styling details, was weird solely as in weird.



PANHARD DYNA Z: No doubt about it, the 1954 Dyna Z, with its inset eyes, pursed-lips grille and rounded flanks, was strange.



RENAULT MEGANE: The 2002 model had a curved and upright rear windscreen, something that hadn't been seen for generations. Nobody else would have dared.



RENAULT AVANTIME: If the Megane was wonderfully adventurous, this was daftly so. A coupe built around a people-mover body shell, it was described as being ahead of its time (that's what the name alluded to). If anyone builds it again, it still will be.



RENAULT TWIZY: Has anything as refreshingly oddball ever come from a mainstream manufacturer as this reimagining of the electric car and the bubble car?



Weirdest French cars (cont)

HELICRON: Several propeller-driven cars came from France, including the 1932 Helicron, possibly because the French considered themselves the pioneers of aviation. There was usually no shield over the prop; better pedestrians be julienned than aerodynamic efficiency forgone.



VOISIN BISCOOTER: Gabriel Voisin built aeroplanes and bizarre and occasionally stunningly beautiful luxury cars. He also designed the ugly automotive runt known as Biscooter. It made the 2CV look like a limo and was eventually built in Spain, perhaps being too weird even for the French.



MATRA 530: The styling of this polyester-bodied 1960s sportster was avant-garde. The bodywork started low and seemed to fall away at every point. It had a targa roof, too, before Porsche gave the removable panels their name.



CLAVEAU: Some radical and fascinating cars wore this badge, including a mid-engined 1927 Streamliner that looked only 5 per cent less like a cockroach than a cockroach did.



BUGATTI TYPE 32: Bugatti built some of the most graceful moving objects ever – and this pre-war, roller-top-desk-nosed race car. It was known as 'the Tank', probably generously. Success – and love – eluded it, but it will not be forgotten.



PUSSYCAR L'AUTOMODULE: Okay, not a production car – just a wild flight of fancy by Jean-Pierre Ponthieu, a French engineer apparently known as 'the Dali of the automobile'. He called it the "car of the year 2000"; others saw it as oh so 1960s (and oh so French). It could swivel into tight spots and rear like a horse.



Source: [Drive Flashback: The weirdest French cars ever - Drive](#)

Simon Hermes in France

Simon is currently in France doing a French language course and research on his family history. He recently saw a new Citroen AMI on the street in Toulouse. He said it looked like a toaster which had fallen onto the street from a kitchen window. It is a tiny electric car able to be driven with a moped licence, which in France means a 14 year old can drive it. See [https://en.wikipedia.org/wiki/Citro%C3%ABn_Ami_\(electric\)](https://en.wikipedia.org/wiki/Citro%C3%ABn_Ami_(electric))



He also spotted this Citroen H van selling wine, though on closer inspection it seems the van has been converted into a trailer!



Leigh McEwan in Canada

Leigh and Janine are currently in Vancouver, Canada for their son Ben's wedding. Leigh hasn't spotted any French cars, only Teslas, Ferraris and Audis. They enjoyed a meal at a local French restaurant, Café Salade de Fruits, and had a chat to the French owner. He grew up in a small village in central France and told Leigh about the French cars he had owned but said that there are very few in Canada. The café sources their lamb from Australia and the French onion soup is the best Leigh has tasted.



Leigh did spot this 1970s Cadillac with special "Collector" plates. In Canada they also have a registration scheme for classic and historic cars:

<https://www.icbc.com/vehicle-registration/collector-mods/Pages/Collector-vehicles.aspx>



Uniting power of classic cars

Dale Vinten, Car and Classic, 4 July 2022

One of the many beautiful facets of the wonderful world of classic cars that we're proud to be a part of is the overwhelming sense of unity and camaraderie that is consistently displayed therein. This common interest is borne from a mutual love of the subject matter but also of shared experiences...

No matter where in the world you find yourself there will invariably be like-minded enthusiasts who share this passion for classic cars and vintage vehicles, including vans, tractors and everything in between.

I float regularly between the UK and France and during one such stint in *La Patrie* I happened upon a quaint little classic car show in the depths of the Normandie-Maine regional park – the *Balade des Alpes Mancelles*.



What astonished me the most was the sheer breadth of classic cars exhibited, with rare beasts mixed in amongst the more familiar models. There was something for everyone. So, support your local classic scene, perhaps make some new friends and maybe a few important contacts so that when the time comes, that difficult to find part might not be so hard to track down.

Source: [The Uniting Power of Classic Cars | Car & Classic Magazine \(carandclassic.com\)](https://www.carandclassic.com)

There was some surprisingly rare metal on display including a Renault Ondine – the upmarket version of the Dauphine that was only in production for a couple of years– and a 1960 Vespa 400 microcar, and a convertible Talbot Samba in amongst the more uncommon Traction Avants and Peugeot 504 cabriolets.



Ed: And is that an Alpine I spied, Barry?



Peugeot & Citroen prices rise

Alex Misoyannis, CarAdvice

Peugeot and Citroen have increased prices in Australia for the second time in six months, with some models nearly \$6800 dearer than they were late last year.

In effect from July 1, prices have risen by 2.6% for the Citroen C4, 5.6% for Premium variants of the Peugeot Partner and Expert, and 6.0% for all other Peugeot and Citroen models, due to rising production costs.

The increases amount to as little as \$1827 for the Citroen C3 city car, or as much \$4800 for the Peugeot 3008 GT Sport Plug-in Hybrid – the latter receiving a price rise just four months after it (and the 508 PHEV) were launched.

In a statement, Peugeot Australia said: "Due to the challenges being experienced currently across the global automotive industry, there has been an increase in various production and logistics costs resulting in an unavoidable increase in the Manufacturer's List Price (MLP) for select models in the Peugeot Australia range."

The same reasoning applies to the Citroen price increases, a statement from the company's local importer Inchcape indicates.



Source: [Peugeot and Citroen Australia prices rise by up to \\$4800 - Drive](#)

But in 1967 a 404 cost about the same as a Holden...

Those were the days!

AUTOSPORT APRIL 7, 1967

PEUGEOT 404
(Driven by last year's winners – Bert Shankland & Chris Rothwell)

1967 OUTRIGHT WINNER
EAST AFRICAN SAFARI RALLY

Every year for seven years the Peugeot 404 has proved its outstanding reliability in the World's toughest car rally – supported this year by the amazing 204 which not only won its class but was the highest placed car under 1300 cc. **Peugeot is the undisputed KING of the East African Safari!**

Results prove toughness and reliability
CLASS 'D' Peugeot 404 1600 – 2000 cc 1st, 3rd and 4th
CLASS 'B' Peugeot 204 1000 – 1300 cc 1st, 2nd and 3rd
Out of the first 10 cars home – 5 were Peugeot.

1961 1st IN CLASS	1962 1st TEAM POINT	1963 1st OUTRIGHT WINNER	1964 1st IN CLASS	1965 1st TEAM POINT	1966 1st OUTRIGHT WINNER	1967 1st OUTRIGHT WINNER
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Distributors Peugeot Limited, Marshall House, Purley Way, Waddon, Surrey. Tel. CROYdon 7211.

Peugeot utes in Canberra

Brad Pillans

While it doesn't look like Australia will be seeing the new Peugeot Landtrek dual-cab ute being built for South American and African markets, there are a number of older models that refuse to die, despite, in some instances, years of neglect.



Colin Handley has a couple of 203 utes, and Dave Rowell has a 403 ute under restoration that he will use as a work horse for his tree business. Bill McNamee also had a 404 ute for many years, but he sold that a while back.



Photos: Colin Handley


2022 French Car Festival


Cruden Farm, Langwarrin

SUNDAY 16TH OCTOBER




- Cruden Farm, Cranbourne Frankston Rd, Langwarrin
- The McClelland Drive gates open for display vehicles from 9.00. Judging commences at 12.00
- \$10 entry for display cars
- General admission and car park off Cranhaven Rd.





Presented by the Peugeot Car Club of Victoria in association with
Renault Car Club of Victoria, Citroën Car Club of Victoria, Citroën Classic Owners Club of Australia



www.pccv.org
For further details contact PCCV 0427 203 206 or Andrew Drum 0418 441 555 aaorum@gmail.com

**French Car Club of Canberra Inc
General Meeting
28 June 2022
MINUTES**



1. Present

Brad Pillans
Neil Sperring
Greg Francis
Charles Birch
Lisa Molvig
Glen Bryden
Neil Birch
Barry McAdie
Colin Handley

2. Apologies

Ross Stephens
Bill McNamee
Bernard Wright
Ian Brock

3. Introduction

The meeting opened at 8.21 pm.
Brad welcomed everyone.

4. Minutes of the previous meeting

Brad moved that the minutes of the May meeting be accepted as a true and accurate record of the meeting, seconded Lisa Molvig. Carried.
Matters arising, if there are any, will be dealt with during the meeting as is our usual practice.

5. Financial Report

Account balance with Bendigo Bank is \$19,373.43.
CACTMC affiliation fees paid and paperwork accepted. Affiliation fee includes \$25 for carbon offset donation. Payment from Shannons for magazine ad received
Neil Birch moved that the report be accepted, seconded by Greg Francis. Carried.

6. General Business

Council of ACT Motor Clubs:

Council bank balance \$23443.35. Of 78 clubs only 34 had successfully affiliated by the time of the meeting. Affiliation not complete until council has received fees in its account. No further news re. 60 day registration scheme. Council did not challenge the proposal for personalised plates for CRS vehicles as approved by the minister after a fellow minister's request. New registrar signature forms required each year as these are deleted annually at Access Canberra.

Events: September 11. Camp Quality Cruise. Arboretum to a lake venue, \$50/car, known as Superheroes Cruise.

November 13, Marques in the Park. Council is disengaging from this event, handing over to American Car Club.

Social events:

BoW had a good roll up of French cars. FCCC won Best Club award for variety of marques. Issues regarding the MG club holding its concours and a people's choice award at BoW were raised. FCCC members felt it detracted from the overall event. Placing cars of two clubs separately on the sealed parking area was also felt to 'split' the event. These concerns to be conveyed to 2022 event organisers.

Social event at Breizh cafe was a success with 15 attendees. Next outing to Murrumbateman TBA.

Magazine:

Brad again thanked contributors. The meeting expressed total satisfaction with the magazine.

Other business:

As the Telopea Park school will be holding its fête again this year it was decided by the meeting to hold French Car Day there as has been tradition. Barry to contact school to confirm our participation and liaise re. details.

Proposal to hold Christmas BBQ at the Spanish Club in recognition of the provision of a venue for French Car Day over the last two years. It was also proposed to make this the club Show'n'shine day with various prizes to be determined, to be awarded on club members votes.

Proposal to reinstate a "club member of the year" award based on a points system. A sub-committee to investigate. 2023 meeting dates. The April meeting is proposed for Thursday 27th as the Tuesday 25th is ANZAC Day. The January meeting is proposed for the 24th at an alternate venue as the club has no suitable room available for us. Probable venue is Colin's shed at Queanbeyan.

7. Meeting close/next meeting

The Meeting closed at 9.35 pm. Next club meeting will be at the Raiders Club at 8pm, Tuesday 26 July 2022.

MOST MAKES & MODELS

SORRY NO CITROENS

Canberra Continental

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