



# French Car Torque

Magazine of the French Car Club of Canberra



June 2024





**On the cover** A 1924 Delage boat-tailed Sports Tourer at the 2024 Battle of Waterloo, Sunday 23<sup>rd</sup> June.  
Photo: Brad Pillans

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## FRENCH CAR TORQUE

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

PO Box 4183, Hawker, ACT, 2614.

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

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Bonjour Francophiles,

The annual Battle of Waterloo event at the Spanish Australian Club was held in bright sunny weather, with (importantly) no wind, on Sunday 23 June. As has been the pattern over the last few years, the French forces were outnumbered by the British, however, we more than made up for that by displaying an excellent range of marques, spanning 100 years of classic French motoring (see Lisa's report and pictures on page 5).

The oldest French vehicle was Greg Spackman's 1923 Talbot Darracq and the youngest was the 2023 Peugeot e2008 GT belonging to my wife, Sue. Greg's car also won the prize for most interesting car.

A number of people took advantage of market day at the nearby Harmonie German Club. Although I did not get there myself, Ole Andersen reported that there was an excellent spread of German cakes to be had with a cup of coffee. Having seen his picture, below, I'm sorry I missed the opportunity...



The Battle of Waterloo also marked the first outing of our handsome new club marquee. My thanks to Neil Sperring and Greg Francis for organising its purchase and overseeing the logistics of setting it up for the first time. Peugeot, Citroen and Renault banners were also part of the purchase and added to the visual display.

If there was a downside to BOW, it was that the French forces were once again allocated the shady part of the display area in the grounds of the Spanish Australian Club. As a result, shadows made photography rather tricky. Ole Andersen snapped a nice pic of me standing with Sue's e2008 GT, but an unnoticed head and shoulders shadow is included at the lower left – see below.

The next club meeting will be held at 8 pm on Tuesday 25 June, at the Raiders Club, in Weston, with dinner and drinks from 7 pm.

Au revoir,

*Brad Pillans*

Brad Pillans, Club President



# 2023-24 FCC COMMITTEE

## President

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Lisa Molvig

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Barry McAdie

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Greg Francis  
Neil Sperring

## Club Registrars

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Lisa Molvig  
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# CLUB EVENTS 2024

## Calendar

**30 June French Car Drive** to Fedra Olive Grove, Collector, for brunch/morning tea. RSVP by 26 June if you plan to attend.  
[Cafe & Restaurant – Fedra Olive Grove](#)

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

**14 July Bastille Day morning tea** at Breizh Café in Ainslie  
[breizhcafecreperie – Breizh Cafecreperie](#)

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

**25 August French Car Drive** to Sutton Village Bakery

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

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

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

**27 October French Car Drive** to Mt Stromlo Observatory Café; the visitors centre is planning to reopen in 2024.

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



*Lisa Molvig's Renault 12 at a recent French Car Drive*

### **French Car Drives in 2024**

These occur on the 4<sup>th</sup> Sunday of even months (except December). If you have any other suggestions of places to visit, please send me an email on [reno1338@hotmail.com](mailto:reno1338@hotmail.com). Lisa Molvig, Social Secretary

The website of the Council of ACT Motor Clubs has a calendar of car club events in the Canberra region – always worth a look...  
[https://www.cactmc.org.au/cactmc\\_calendar.html](https://www.cactmc.org.au/cactmc_calendar.html)

**French car festival in Melbourne** is on October 27. Being organised this year by RCCV and will be held at Living Legends  
<https://www.livinglegends.org.au/> near Tullamarine airport.

**All French Car Day in Sydney**, Silverwater Park, Sunday 14 July  
Contact: Ross 0499 708 108 or Chris 0412 306 504

# Battle of Waterloo 2024 at the Spanish Australian Club

Lisa Molvig, French Car Club of Canberra

We had perfect winter weather for this event, so unfortunately many British cars attended. We had 29 French troops against more than 80 British troops.

[One French car is worth at least two British cars, so it was close contest in terms of numbers— Ed]

## ROLL OF HONOUR:

Peugeot: Neil Sperring (P308), Greg Francis (P205GTi), Tony Watson (P203 wagon), Neil Birch (P407), Ross Stephens (P307), Ian Brock (P406 coupe), Brad Pillans (e2008GT), Andrew Gleeson (P404 ute), Bob Eccles (P205GTi), Flash Flanagan (P508 touring), Colin Handley (P504), Michael Bowden (RCZ), Peter Rees (P205 CTi),

Renault: Lisa Molvig (R12 wagon and Motobecane mixte), Bob Billiards (R8G), Don Jamieson (R25), Ole Anderson (RS Megane Red Bull), Andrew Hankin (RS Megane), Bill Inkpen (Clio), Graeme Hulme (RS Clio)

Citroen: Joel Krewaz (2CV), Paul James (DS Safari), Tash Proctor (C4 Cactus), Jen Proctor (C4), Brian Ferrier (D Super), Bruce McCubbin (C5X)

Veteran/Vintage: Lindsay Youman (Delage 1924), Greg Spackman (1923 Talbot Darracq)



Prizes were awarded to The Most Interesting car:

1. Greg Spackman- Talbot Darracq (French)
2. Heidi Pritchard- Riley (British)
3. Peter Bakos- Trabant (East German spy?)

Best club display was awarded to the MG Car Club of Canberra.

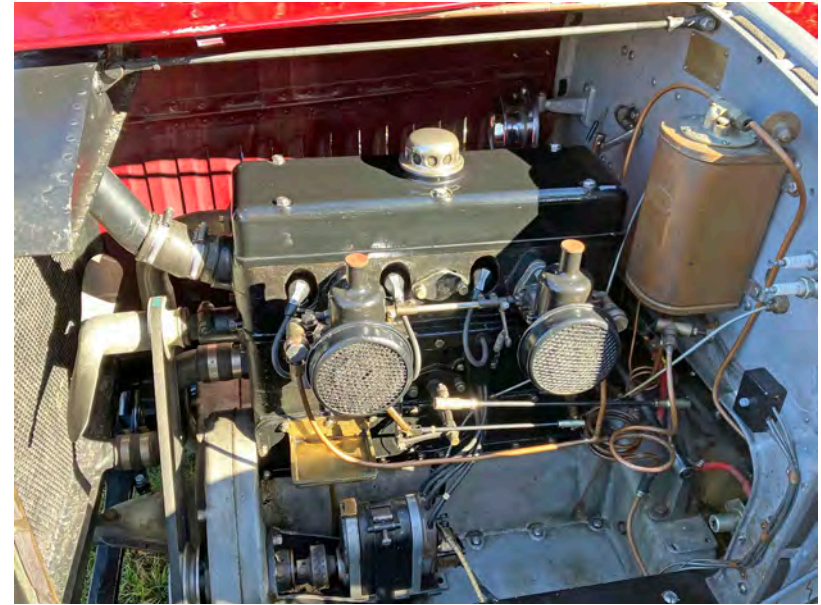
Thanks to everyone who attended and supported the French side, and special thanks to the Spanish Australian Club for hosting us again.



Photos by  
Ole Andersen  
Lisa Molvig &  
Brad Pillans



## Battle of Waterloo (cont)



One of the highlights of the French cars on display was the stylish 1924 Delage boat-tailed Sports Tourer owned by Lindsay Youman, who purchased the vehicle in Queensland earlier this year. Although the early history of the car is not precisely known, it is understood to have been sold new in Australia and spent its early years in and around Bundaberg.

Under the bonnet is the original 2 litre four-cylinder OHV engine (see above right). The original carburetor has been replaced by twin SU's for better performance. Other improvements include coil ignition, electric fuel pump, upgraded brakes and a more modern clutch. Traffic turn indicators and brake lights have also been added for extra safety. Beautiful, large Marchal headlights grace the front end (photo at right).

The car was offered for sale by Oldtimer Australia, a boutique business based in Brisbane that is focused on matching buyers and sellers of high end or unique sports, racing and classic cars. Further details of the recent history of the car are given on the Oldtimer Australia website: [1924 Delage DI Kelsch style boat-tailed Sports Tourer | Oldtimer Australia, classic cars, racing cars, sports cars](#)





## Battle of Waterloo (cont)



## A Grand Display of French Cars

Sunday 7 July  
2024

Featuring  
Citroën  
Peugeot  
Renault  
& Simca  
Car Clubs

Hosted  
In 2024 by  
Citroën

Car Club of Queensland



Bring your pride and joy to this FABULOUS event where, once a year, all the great French machines get together to showcase their beauty.

**TradeCoast Central Heritage Park**

87 Schneider Rd, Eagle Farm Qld 4009

**8.30am to 3.00pm**

Entry fee per participating vehicle \$10 with arrival from 7.00am to 8.30am.

Signs will provide guidance to enter and exit the grounds.

Food and beverage vans on site.

Use the registration form sent to your emails through your club to register your vehicle.





# 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

### Peugeot 504 trapezoidal headlights

Contact Colin: 0414 484 398

### Peugeot 504 pistons & liners

Full rebuilt set, with gaskets, \$700

Contact Colin: 0414 484 398

### Peugeot 504 auto sedan

Orange colour, been in storage, not known if it runs  
Located in Jindabyne, NSW; best offer.

Contact Ralph Zollinger 0408 891 765 or (02) 6457 2611

### Citroen Xantia

Registration YLC465, current 26 January 2024. Suitable for restoration or parts; some engine spares. Located in Weetangera, Canberra. Contact Pat Stone: 02 6254 5525, or 0405 127 457



to

### Peugeot 308 2 litre HDi Sportium

MY2014, white, one owner, always garaged and fully serviced; 6 speed auto, Michelins, tow bar, 186K. A couple of scratches and a small dent on the boot, otherwise a very sound car and much loved by Sue Pillans. Expressions of interest to Brad 0427 662 112 or Sue 0402 258 341





## For sale (cont)

### Peugeot 205 Cabriolet

Four-speed auto, rebuilt GTi 1.9 engine (by Bill McNamee) with few kms on the clock. This classic grey CTi is a rare vehicle. Renewed soft top in excellent condition, leather and tartan fabric seats in good, original condition, as is the interior and bodywork in general. There are few kms on the Yokohama tyres, and four months full ACT registration. A chance to own an iconic Pininfarina soft top Peugeot model. \$14,000. Peter Rees 0409 440 789 or [peterrees@netspeed.com.au](mailto:peterrees@netspeed.com.au)



### Peugeot 307 wagon 2008

Tubo diesel, 69,000 kms; at least 4 good mag wheels; severe rear end damage; located in Queanbeyan. Phone 0414 154 895





# French cars in Taiwan & Japan: Part 2. Japan tour 2024

Joel Krewaz, French Car Club of Canberra

What is it about Japan's close relationship with France? There are a lot of similarities between Japanese and French cultures. A high appreciation for art, architecture and food. Also, a car culture predicated on post war necessity, creative engineering solutions and a need for small efficient vehicles.

France and Japan have a long history and, since the 17<sup>th</sup> Century, with few exceptions, of more or less cordial relations.

For example, concurrent with this year's cherry blossom season, a 175 painting retrospective of Monet's work was held at Nakanoshima



Museum of Art, Osaka. Monet extensively studied his own privately purchased 231 Japanese prints throughout his career. The influence Monet gained included the styles of Katsushika Hokusai, he of the famous print, The Great Wave off Kanagawa. In the 1920s, Monet sold a large painting depicting water lilies and willow trees, in a Japanese influenced style, to Japanese art collector Kōjirō Matsukata, being only one of the 18 he allowed Matsukata to choose from his works.



The great Hokusai's "Wave" print set from the The Hokusai-kan Museum in Obuse, near Nagano



Speaking of Nagano:  
A 3008 in the cool alpine air



## French cars in Japan (cont)

Now, Japan has a classic car culture. Going by classic car auction data, it has a sustained interest in four wheeled French art. Proof, here is a fairly rare and nicely kept first generation Renault 5 in a side street in Kyoto.



And, below, a Peugeot 206CC in a public car park in Osaka.



On the ground though, it appears modern French cars have a tough fight against the local offerings. But not all is lost. The practical current models of Peugeot, Renault and Citroen can be spotted in well-heeled suburbs



A Renault Captur, strangely alongside a “faux Mini Cooper” Daihatsu Mira Gino Minilite Edition. Spotted parked beside the Philosopher’s Walk in Kyoto.



Kyoto walks of choice, especially in spring time



## French cars in Japan (cont)



A Citroën DS3 out and about in Kyoto.

However, to prove French cars have a core impact in Japan, the absolute winner is.....



This unadorned, very dusty, well patinaed 2CV, just happens to be, the most famous, yet unheard of, car in the world. Spotted during a suburban bicycle ride in western Tokyo.

Stick with me....it sounds unbelievable, but type into Google “most famous house in Tokyo”, click images, then click on the first image you find. Now look back here, the French blue two horsepower has aged a bit, but check the plates...and there it is.

In fact, the little Deuch makes it (along with its abode) to the world top 5 famous homes, <https://moveable.uk/five-most-famous-homes-in-the-world/>

Again, French cars win again. This time thanks to the Japanese, and a good relationship based on two very well refined cultures.

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Bonus Speed Hunters article showing a Tokyo coffee catch up and an extensive display of excellent French classics.

<https://www.speedhunters.com/2021/07/tokyo-coffee-cars-the-french-edition/>

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Postscript: Geoff Pillans was in Japan about the same time as Joe, and snapped the picture below, of a Peugeot-Citroen dealership in a well-heeled neighbourhood in Hyogo Prefecture.





# My cars and their stories.

## Part 1. 1952 Morris Minor

Barry McAdie, French Car Club of Canberra

My very first car was a 1952 side valve two door Morris Minor. It had a 918 cc four-cylinder engine that was good for a top speed of just under 95 km/hr and fuel economy of around 6.7 litres/per 100km. One of its quirks was the pop out indicators that flipped out of the B door pillar which were sometimes slow to retract or even to show themselves. The other feature was its low headlights – hence the name low light Morris Minor. My Dad arranged for me to buy the car from one of his friends in Ararat and I have forgotten what it cost.

The car was underpowered, but it suited me as a first time car and as a poor uni student. However, Dad always said I only knew two speeds – stop and fast – after he saw me driving the car. It was also the car in which I obtained my driving licence when I turned 18 years old. The process was quite simple in those days – a drive around the block, park and reverse and then a hand brake start on the hill to the Ararat Hospital while Dad and Sgt Lowe sat in the back seat talking football.

Sadly, I don't have a photo of my actual car, but it was a pale green colour that was common to Morris Minors.

Not long after I had the car, I took a girlfriend from Stawell for a ride around Lake Fyans in the Grampians. I was driving along a dirt track when the front wheel fell into a dried wheel rut and it wrenched the steering wheel out of my hand. The car hit a tree and dislodged the front bumper. I took it off and placed it in the rear seat area and drove home. As I drove up the driveway, I saw Pa talking to Dad. He said to Dad that the only way to teach young blokes how to look after their cars is to make them feel the hip pocket nerve by paying to fix it themselves.

More was yet to come. In my first year at Monash (1964) my mate, Peter Hynes (he was also at St Pat's with me in Ballarat), and I decided we would go to a big party one night in Kew. It was to be a forerunner to spending a weekend at his place in Williamstown water skiing. As we walked through the double garage where you bought tickets, we noticed heaps of 9 gallon kegs and two guys taking a full one away in a garbage bin!

We had some beers and then Pete started to pick fights with guys that were much bigger than him. He was a bit out of control once he had a few beers and I had seen him do the same thing at the Vicarage – Monash's watering hole. None of the guys would take him on except a smaller guy. Then it was on beside the swimming pool. Pete was getting a hiding as I watched holding his Duffle coat. In between punches, the little guy looked at me and said "Don't go away, you're next". Gulp!!

Luckily, the party organisers and others stepped in and broke up the fight. Pete had had enough. I took him out to the front of the house and found a tap to clean him up before heading to Williamstown. Just then, some guys passing by asked what happened and as I turned around I was hit from behind. So, both Pete and I were now feeling a bit battered.

We eventually staggered into my Morris Minor and headed down Burke Road towards Camberwell. By then it was drizzling rain. Just as we headed down a hill near Camberwell Station, a black Ford Customline had turned into a side street to make a U turn back up Bourke Road. His car was stopped halfway across the road, and we had no chance of stopping on the wet tram tracks.

My car did not seem badly damaged. Tom, Pete's older brother, came all the way from Williamstown to pick him up and I guessed by then that our weekend of water skiing was not happening. The police also arrived and I ended up being charged with dangerous driving. With Dad's help and a lawyer, I was able to get off as the Ford driver admitted under questioning that he was in the wrong. Phew!!

Later, as I was driving down North Road on my way to Monash, the bonnet flew off over the roof the car and luckily hit no one. Apparently, the crash had damaged the bonnet hinges and they finally let go. I retrieved the bonnet and put it on the back seat and continued on my way to Monash looking like I was driving a hot rod.

There is a funny story about another Morris Minor that was owned by Micky Brennan who lived around the corner from where I was staying in Murrumbidgee. Micky was doing law at Monash and would give me a ride to and from university when I didn't have my own car.

His Morris Minor was a later model with 4 doors and had some peculiar traits. An old rag served as a petrol tank cap, it had a huge brass doorknob on the gear shift, it more often than not ran on three cylinders and whenever he wanted to turn right he would punch the B pillar to make the flipper indicator pop out.



## Barry's cars (cont)

We had decided to attend a big party in Brighton that featured "The Strangers" with backup singers Olivia Newton John and Pat Carroll. My girlfriend at the time was a nurse at Caulfield Repatriation Hospital and she agreed to arrange a blind date for Micky. We picked them up in his Morris Minor and headed to the party. His blind date was not all that good looking so I don't think he was impressed.

The party was huge on a double tennis court with a stage at one end. The downside was there was a beer strike by Carlton and United Breweries, and we had to drink Coopers beer from South Australia. You paid two bob as a deposit to have a beer glass. At one stage, Micky and his blind date were missing. He had taken his blind date down to the beach and came back somewhat disappointed. Then it came time for me to take the girls back to Caulfield Repatriation Hospital because they had an 11pm curfew. When I returned to the party, Micky was busy going around picking up beer glasses and collecting the two bob deposit for each one.

When we left the party around midnight, we were travelling down North Road when we ran out of fuel. In those days, service stations that were closed had bowlers where you put in coins and got some fuel. Opposite to where we had stopped, a house had put out their crate of half a dozen empty milk bottles and Micky grabbed them to use as fuel containers. Fortunately, someone he knew pulled up and gave us a lift to the nearest service station on the promise that he could have a bottle of Victoria Bitter (a valuable commodity given the beer strike) Micky claimed was on the back seat of his car.

We filled up the milk bottles at the servo, returned to the car, Micky pulled out the rag petrol cap and started putting the fuel from the milk bottles into the car. At that point, our benefactor inquired as to when he would get his reward of a bottle of Victoria Bitter. Micky responded that he was out of luck because Barry drank it at the party. The truth was there was no bottle of Victoria Bitter. Our benefactor called Micky a cad, amongst other things, but that was not going to change anything. Micky just brushed him off whispering under his breath that the guy was a dickhead member of the DLP at Monash.

On the way home, the car started running amazingly on four cylinders to our great delight. TO BE CONTINUED NEXT MONTH

## And a few more BOW pictures...



*Front seat of the 1924 Delage. Photo by Ole Andersen*

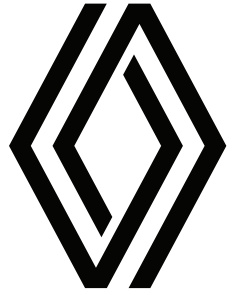


*Imposing front end of the Citroën D Super. Photo by Lisa Molvig*



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June 2024 15





### 1. Present

Lisa Molvig  
Neil Birch  
Barry McAdie  
Leigh McEwan  
Mike Ford  
Richard Morgan

Neil Sperring  
Jim Taylor  
Greg Francis  
Brad Pillans  
Ross Stephens

### 2. Apologies

Colin Handley

### 3. Introduction

The meeting opened at 8.09 pm.  
Brad Pillans welcomed everyone to the meeting, especially Mike Ford, a new club member.  
Mike told the meeting that he owns two C5s, 2004 and 2008 models. He bought his first Citroen, a CX2200, in 1976 and has owned a variety of Citroens ever since.

### 4. Minutes of the previous meeting

Motion: Brad moved that the minutes of the April meeting be accepted, seconded Jim.  
Carried.

### 5. Financial report

Our Account balance with Bendigo Bank is \$1,021.18, with three Term Deposits totalling \$15,198.42

Motion: Neil Birch moved that the report be accepted, seconded by Greg. Carried.

### 6. General Business

#### CACTMC report

Greg said that so far about a third of affiliated clubs had submitted their affiliation paperwork and paid their fees. Lisa said she had the affiliation pack with her, it requires Brad's signature and some final checks. It will be submitted in the next day or so.

Greg noted that there are several new clubs joining the CACTMC, it appears to be a consequence of the 60 day concessional registration scheme. Council is considering some new by-laws to encourage participation in the Council by member clubs. Everybody needs to know that participation in the concessional registration scheme is a privilege not a right. The Bylaws need of a bit of tidying up about some grammar, syntax and expression.

Wheels: The council may have to consider a fee for cars as Wheels is a cost to council at the moment. Greg believes the event needs to be self-funding.

#### Social

Lisa said the French Car Drive to Wildbark café was enjoyable apart from the staff not being told about the booking despite all her efforts including confirming the numbers two days earlier. The next event is the Battle of Waterloo on 23 June, this pushes the next French Car Drive back a week. See full details and report in FCT.

Battle of Waterloo: Lisa reported she is being given a bit of grief by the Triumph Club (the organisers this year). She will tell them to approach Shannons if they want sponsorship.

### 7. Other business

Brad reported that he had adequate copy for the last edition of FCT and some has been held over to next month. But Brad, our stand in editor still needs copy ready to print. Brad is doing his best with the limited time he has.

Greg said we need stands to support our three new marque flags, when used on a hard surface. Estimated cost is \$45 each plus postage. The meeting authorised their purchase.

Mike our new member said when he tried to print some forms from our website, the resulting print was badly formatted making it unreadable and unusable. He showed the meeting some examples. Leigh will follow up.

### 8. Close and next meeting

The meeting closed at 8:37 pm. The next club meeting is scheduled for the Raiders Club in Weston, at 8pm on Tuesday 25<sup>th</sup> June



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