

# My Car Club's Visit to the Gnoo Blas Car Show in Orange

7-8 February

## Introduction

The Gnoo Blas Car Show, held annually in the picturesque town of Orange, New South Wales, is a much-anticipated event for car enthusiasts from near and far. This year, My Car Club was thrilled to take part in the event held on the 7th and 8th of February. The show provided an excellent opportunity for members to showcase their vehicles, connect with fellow car aficionados, and enjoy a weekend filled with fellowship and perhaps a few tall stories.

## Day 1

Our club members gathered at Glenbrook Café, 2773, for morning coffee at 9:00 AM on Friday 7th, led by Events Director Mark. By 9:30, we were on our way to Orange, with our convoy including Mark in his Statesman, Alannah driving the Porsche, Julian in the ever-immaculate Leyland Mini, and Ken and Russ in the Citroen Pallas. A slowish drive over the Blue Mountains was followed by a chance to "open up" a bit as we ventured west, ever watchful of speed limit signs and the speed cameras dotted along the way.



Upon arrival in Orange, we joined many of the participants, assembled at the Orange Function Centre where we were marshalled in readiness for the street parade through the main street of Orange. This was a great opportunity to admire the many splendid vehicles present. At 1.00 PM, we were on our way with the Street Parade, with a slow progression along main street Summer Street Orange, on our way to Mortimer's Winery on the edge of town for refreshments.



But it was during this drive that the Citroen began to protest. A pattern of erratic power from the engine lead to frequent cut outs, restarts and dare I say, embarrassing behaviour for the rest of the day. While the other MCC folk enjoyed Mortimer's, Russ and I nursed the Citroen, eventually back to the motel we had booked for the rest of the day. Without success, we had tried to find a workshop to investigate the car's problem but resigned ourselves to not being able to get the Citroen to the Gnoo Blas display at all. Furthermore, we missed out on the Free Barbecue arranged for exhibitors at the Jack Brabham Showground on the Friday evening!

## Day 2

It seems there no Citroens exhibited in the Gnoo Blas Classic Car Show this year, unlike last year's show when our family had 2 on display among around 800 vehicles in attendance, along with numerous food stalls and displays of historic trucks and even an occasionally fired-up nitro\_powered1980s dragster. Classic Renaults, Peugeots and Volvos were to be found, along with quite a few of the larger American cars of the 1960s and 70s. There was a good display of Holdens and especially of Australian Fords from the 60s onwards and for the Brits, a Morris Minor Club had around a dozen or so examples on the ground. The magnificent cream coloured 1938 Straight 8 Cadillac was a real breath-taker and no doubt something of a handful for the quite short lady owner who brought it to the ground. We even saw last year, a trio of vintage Highway Patrol cars for those nostalgic for early encounters with their drivers

But for this year, Mark and the other MCC exhibitors did get to the Show on Saturday and from our chats with them, they had a great time viewing the over 900 vehicles and renewing some acquaintances. Mark has posted many photos of the magnificent cars on display on the Club's Facebook page and Club website. These will give some flavour of the scope of the Show and the impressively detailed preparation put into the vehicles there. Find the aerial photo of the ground with all cars displayed!



For Russell and me, the Saturday Show time was spent in the front of the Tilt Tray truck delivering the Citroen back to our home in Leonay, to the amusement I suspect, of the neighbours who saw her embarrassing return.

The Gnoo Blas Show did continue on Saturday evening with a special dinner with guest speakers from the automotive industry. There was also a picnic lunch organised for the Sunday morning which must have been a nice drive to local scenic spots.

And finally, for the mechanically interested, our "Google" diagnosis is that the Citroen's fuel injection system was at fault, possible with a failing Fuel Pressure Regulator. If anyone can help me source one of these for a Citroen Bosch D Jetronic EFI system, that would be very helpful!

Ken Linfoot