



Limerick Classic & Vintage Car Club

October 2009

Dear Member

I have quite a few items for this newsletter so I want to start by mentioning the Milford Hospice Harvest Fair. The weather was not good, but despite that, I counted over a hundred classic cars, which was a great turnout. There were a lot of various items for sale and plenty to eat and drink, I'm sure a great deal of money was made for the hospice, which as we all know, is a good cause. The venue was perfect for such a wet day; a field would have been a disaster. Edmond Power has some spare plaques, if anyone would like one; he will bring them along to the next meeting.

Club member Ben Oakley has asked me to print a very interesting item about his Morgan 4/4, which he has had since new. "Probably what is unique about my Morgan is that I have owned it for all its thirty seven and a half years. Collected from the Morgan works at Malvern UK on Saturday 29 April 1972 - 15 months from order date - the total cost was Stg. £1,532.58. This included purchase tax, number plates, road fund licence, eight gallons of petrol and extras of wire wheels, seat belts, air cleaner, rear bumper, tonneau cover, bonnet strap, tow bar and luggage carrier.

Between April '72 and October '78 Mog covered 40,500 miles and was then laid up - I was working abroad. Revived in March 1986 and re-registered in Ireland. Here are some interesting facts to mid August 2009.

Fuel: In completing 95,350 miles, 3,013 gallons of fuel have been consumed giving an m.p.g. of 31.65. The engine is a Ford Kent 1600cc. The cheapest petrol was €0.11/litre on 28/09/72 in the UK. (Note: currency conversions at current rates). The most expensive was €1.35/litre on 24/07/08 at Portumna.

Insurance: Cheapest 1974 - €38.60 fully comprehensive. Most expensive (in Ireland) 1987 - €1,136.40 for third party excluding fire and theft.

Road Fund: Cheapest 1972 - €29 - UK. Most expensive 2001 - €333 - Ireland.

Repairs/Renewals/Rebuild: Cost €12,757. This includes routine maintenance e.g. oil changes, batteries, windscreens, tyres, brakes, lights and my own time. This might be considered to be on the high side but it should be borne in mind that the Morgans of the seventies - although hand built - were not necessarily "quality". The new price reflected this. Some observations:

- 1 The back/axle differential was troublesome from the start and was replaced together with a new clutch and flywheel at 27,000 miles.
- 2 The Ford engine is superb, needing only a new starter motor at 28,000 and alternator at 44,500.

- 3 King pins last only 20,000 miles.
- 4 1993 and 61,000 miles saw a total body re-build – new chassis, wings, doors, sills, ash sub-frame, upholstery – the lot. The new panels were aluminium and due to dimension changes over the years, required extensive modifications to fit. This work cost over €8,000.

The satisfaction of owning and driving it increases with the years. It is a great car for towing but not recommended for anyone with back trouble or susceptible to draughts". Nice article, thanks Ben.

A Club run has been organised for Sunday 22 November, please meet at the Southcourt at 11.00am. The run will be in aid of a Children's Charity and also the Club's Xmas outing, more details later.

A club member asked me about the insurance company I had used this year, details as follows:
Classic & Collectable Club Insurances Ltd, 38 Railway Road, Coleraine. 0044 (0)28 7034 5885
www.cccinsurance.co.uk

Maurice Greaney received an E-mail concerning Penrite oil. The Penrite range of Vintage, Veteran and Classic lubricants is now available in Ireland. If anyone is interested contact either John Wilkinson on 059 9149901, E-mail jjwilkinson@eircom.net or Stephen Love on 087 2993567, E-mail Stephen@stephenloveac.com. Penrite website: www.penrite.co.uk

Those of you who read Irish Vintage Scene will have noticed an article in the September issue on the VW SP2 which was once owned by the late Stan Williams, and in the October issue, celebrating fifty years of the Mini, is a full page article on Martin Murray's Austin Moke. Fame at last Martin!!!

It was suggested at the last meeting that, as a club, we might organise a trip overseas for early next year, possibly March, to either the UK or Europe. Somewhere not too far from the airport is preferable, to cut down on travelling after the flight, so if anyone has any ideas please share them at a meeting or contact a committee member. If we do go somewhere, bookings have to be made in good time.

The Club will be holding its late summer run on Sunday 25 October, meeting first at the Southcourt Hotel at 10.30am, where tea and coffee will be available. We will then be heading out to the Devon Arms in Templeglantine where we will stop for lunch and have a good look at all the cars. After this break, a trip to Crag Caves at Castleisland has been organised. Hopefully, the weather will be kind and plenty of members will take part in this run.

A 1995 Fiesta would appreciate a new home; it is running and has a sunroof, although it does have some localised rust. It is FREE to anyone who can collect it otherwise it will have to be crushed. If you can save this car, ring 061 353145 or 087 6720101.

Last but not least, a few event dates:

11 October: Collectables Fair, Red Cow Moran Hotel, Naas Road, Dublin. Open 10am to 4pm with die-cast models, trains, dolls houses and much more. Ring Brian Collins on 087 9827712.

24 October: Vintage & Classic Sale with cars, tractors and motorbikes will take place at the Indoor Car-Boot Sale Venue, Callan Road, Kilkenny. Large autojumble indoors and outdoors. Ring 087 2432935, 087 2844370 or 086 2575153.

25 October: Modelmania Show at the Firgrove Hotel, Mitchelstown, Co Cork. Call Kevin O'Brien on 086 8359790.

15 November: Dublin Toy & Train Fair will be held in the Clontarf Castle Hotel, Castle Avenue, Clontarf, Dublin between 10am and 4pm. Visit the website, www.dubointoyandtrainfair.com.

13 - 15 November: The Classic Motor Show will be held in the NEC, Birmingham. Visit the website www.necclassicmotorshow.com or ring 0044 1159129000.

Just one final note to say the next meeting will be on Friday 2 October at Mary I, hope to see you there.

The Editor

30 years service for blind mechanic

A Dutch mechanic is celebrating thirty years in the garage business, quite a feat considering he has been blind since the age of eight. Col Collewijn, who has worked for a garage in Nuis Holland, for three decades, says he does not need expensive diagnostic equipment to pinpoint engine problems, because he can do it all through hearing and touch.

He says, "Sometimes I can hear or feel exactly where the problem is and get to work on it straight away". He also says that he has another big advantage over most mechanics, he has no problem repairing cars in the dark.

Dust settles on £6m windfall



The niece and nephew of an eccentric 89-year-old got a big surprise, after being left the contents of a rundown lock-up garage in his will recently. They expected to find an old car inside but had no idea it was a 1937 Bugatti Type 57S Atalante, worth around £6 million.

The car, which is one of only 17 made in the world, was accompanied by two other classics, an Aston Martin and a Jaguar E Type. The Bugatti had apparently been kept under wraps for nearly 50 years.

British car registration number 1 D, sold for £352,411.25



The British car registration number 1 D, sold for £352,411.25 at an auction held by the DVLA recently. The sale was the latest in a regular series of sales, organised by the agency that regulates UK vehicle number plates.

Lot 280, 1 D, was the star attraction at the event. With a reserve of £20,000 - the highest ever set at a DVLA auction - it was clear that a good sale price was expected. The £285,000 winning bid does not represent the real full cost to the number's new owner, however. With fees and taxes, 1 D's total cost will be £352,411.25, a sum that puts it at number 2 in the table of the UK's most expensive private number plates ever.