



# WESSEX MG CAR CLUB THE TOLLGATE INN- HOLT

## CHAIRMAN'S CHAT

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**NEXT CLUB NIGHT**

**APRIL 27th**

**Prod & Poke**

**Earlier Start 7:00pm**



Well April is upon us, and I've started writing this Chairmans chat this month while traveling at nearly 800 mph at 42,000 feet.

Obviously not in an MG at those kind of numbers, with Virgin Atlantic somewhere over Kazakhstan.

April brings a bumper month of activities, with it feeling like the car season has now begun! Some people in France as I start this blog, and another group of us will be heading off to Cornwall for the annual spring break also.

I'm sure both will be cracking breaks, and thank you to Tom and Graham (and their partners) respectively for their time in organising these kinds of trips.... It is very much appreciated.

Continued...



I'd welcome members ideas for future trips in 2027, I guess it's a case the sooner we start to discuss and plan our tours the better they would be.

Margot will not quite be ready for Cornwall, missing out by a matter of days unfortunately. But the work on the sills is progressing, and in the end it will be well worth it.

Upcoming events include the drive it day trip to Beaulieu on Sunday 26th. (Details have been emailed, but feel free to ask if there's any questions)

I look forward to seeing many of you there 👍

The next club night will be on Monday 27th April, and it's prod & poke night at the tollgate.

For those not familiar with this event, it's basically just a chance to come and discuss and look at each others cars - it's not as scary as it sounds! 🤪

I hope to see as many of you there as possible with your cars, and I'm hoping I'll be bringing mine along also....fingers toes and everything crossed!

See you soon

David

Ps - quick update, Cornwall is going well, had our first pasties today... Avoided getting dive bombed by seagulls in Falmouth.

However Kev is still waiting for his first ice cream of the trip!



**David**

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## CLUB DIARY -

**Note:** In the date column, where the **DATE** of an event has been highlighted in **RED** the sponsor has included additional promotional details in the newsletter also highlighted in **RED**

2026 EVENTS DIARY				
Date	Event	Start Time	Venue	Additional Information
17/21st April	Wessex MG Spring Break to Cornwall			Graham Bennett
26th April (Details February Edition)	Drive It Day			David Collier
27th April	Club Night - Prod & Poke	7:30pm	The Toll Gate Inn	David Collier
9th May	Clevedon Cars and Coffee: MG Focus			Martyn Lucas
18th May (Details March Edition)	Club Night - Mystery Run	6:00 for 6:30pm Wickes in Trowbridge		Terry & Sue Warder
20th May (Details February Edition)	Atwell Wilson Gathering	4pm - 9pm	Atwell Wilson Museum	Chris McCormack
6th June	Middlewick Open House (Pre-Book required)	8:30am	Middlewick House	Chris McCormack
7th June	MGs in the Park			
7th June	Chippenham Lions			
20th June	Planks Farm Classic Car Meet			



2026 EVENTS DIARY				
Date	Event	Start Time	Venue	Additional Information
27/8th June	Bath Rotary Festival of Motoring and Music			
29th June	Club Night - Boules	8:00pm		David Collier
11th July (Details February Edition)	Wings and Wheels (Pre Book - Book as MG Car Club)		Middle Wallop Flying Station	<b>Fully Booked</b> Martyn Lucas
12th July	Atwell Wilson Annual Show			Martyn Lucas
19th July (Details February Edition)	Wessex MG Summer Picnic	11:30am	East Somerset Railway	Chris McCormack
27th July	Club Night - BBQ	8:00pm		David Collier
2nd August (Details February Edition)	Gloucestershire Vintage & Country Show		South Cerney	
16th August	MG Festival Brands Hatch			Martyn Lucas
24th August	Club Night - Social Evening	8:00pm	The Toll Gate Inn	David Collier
4th September	Planks Farm Classic Car Meet		Lydney	
12th September (Details February Edition)	Dumb Post Revival (Pre-Book)	11:30am	The Dumb Post Inn	Chris McCormack



<b>2026 EVENTS DIARY</b>				
<b>Date</b>	<b>Event</b>	<b>Start Time</b>	<b>Venue</b>	<b>Additional Information</b>
<b>28th September</b>	<b>Club Night - Talk by Tom</b>	<b>8:00pm</b>	<b>The Toll Gate Inn</b>	<b>Tom Strickland</b>
<b>26th October</b>	<b>Club Night - Quiz</b>	<b>8:00pm</b>	<b>The Toll Gate Inn</b>	
<b>13/14th November</b>	<b>NEC Classic Motor Show</b>			
<b>23rd November</b>	<b>Club Night - AGM</b>	<b>8:00pm</b>	<b>The Toll Gate Inn</b>	<b>David Collier</b>
<b>5th December</b>	<b>Christmas Party</b>		<b>The Toll Gate Inn</b>	



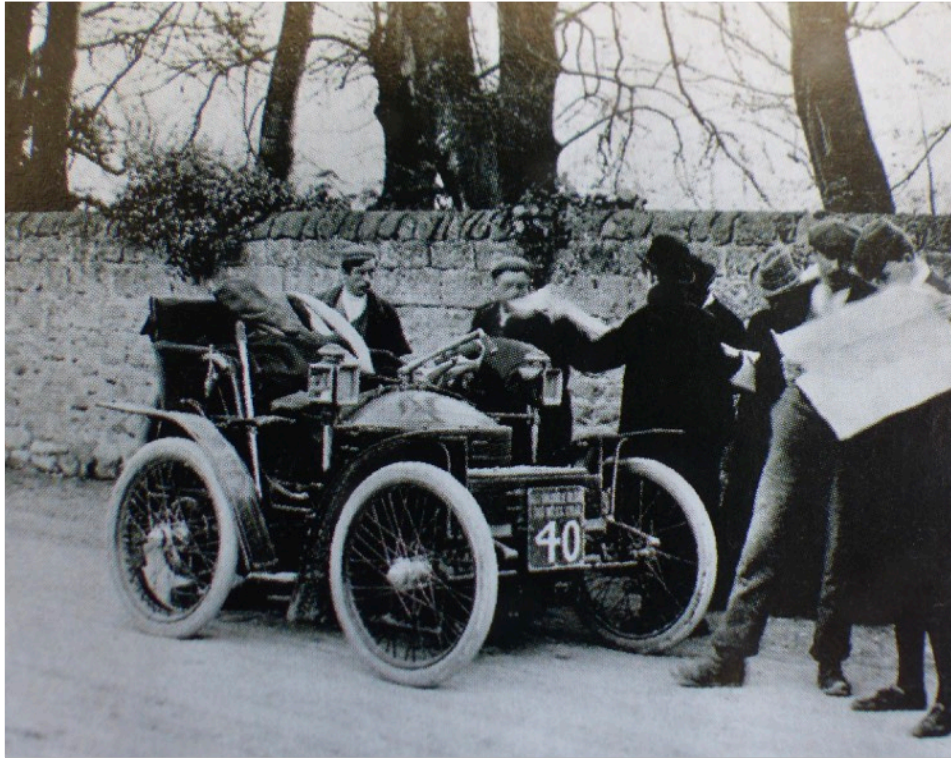
# UP COMING EVENTS

## Drive-It-Day - Sunday April 26th



## UP COMING EVENTS

### Mystery Run Monday 18th May



The Mystery Run reimagined in the early 20th century...

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# RECENT EVENTS - DUNKIRK VISIT





# RECENT EVENTS - DUNKIRK VISIT





# EARLY LOOK AT THE CLUB'S SPRING WEEKEND IN CORNWALL





## MGB Power Steering

Rick & Joy Meopham

**A**t an organ recital a few years ago ( organ recital in this instance refers to the weekly gathering of friends of similar vintage where discussion is often focused on our various organ ailments) the subject of the difficulty in parking and low speed manoeuvring of non powered steering cars arose.

Manoeuvring our MGB had become particularly difficult for Joy my wife following an injury and I confess that with advancing years I too was beginning to experience shoulder/arm difficulties when parking.

The lack of power steering on the ' B' had never previously been a concern as we were of the pre Power Steering Assist ( or to use the modern vernacular PAS ) generation raised on starting handles, Redux, Castrol 'R' and AA patrol men on motor bikes wearing long trench coats who would salute those members displaying the AA badge.

Regrettably the AA salutes came to an abrupt end in the 60s when a patrol man decided to dispense with the mandatory greeting and indulged in a spot of roadside trench coat flashing in lieu, which did not amuse the magistrates nor probably his employer. The subsequent punishments of a hefty fine and job loss were, I feel, a tad harsh given that the temperature at the time of the offence was well below freezing and a bravery award really should have been substituted.

Personally I much preferred it when the AA patrol chaps saluted and never did renew my membership.

I occasionally reflect that my current shoulder and arm malfunctions can perhaps be attributed to my years of saluting during my RAF service, although saluting, unlike in the army and navy, was somewhat left to the conscience of the individual and something I always considered an optional pursuit best avoided.

I was however on one occasion obliged to salute during a 'formal chat' with my boss following my 'consistent failure to dress in accordance with QRs' ( Queens Regulations) while driving my MGB GT through the entry gates of RAF Lyneham in the '70s'.

My inspired and tongue in cheek defence was that wearing a regulation RAF hat in an MGB GT presented a road safety hazard due to the low roof restriction and that QRs failed to take account of the 'Bs' height limitations.

In response, my Wing Commander, who had a cracking sense of humour, suggested that in the light of my robust defence I sell the MG and purchase ' a sensible car like my Austin 1800'.

The embarrassment, the shame, not to mention the indignity of transitioning from an MGB GT to an Austin 1800 would have been a step too far so I did the sensible thing and purchased a new hat to replace the one mislaid some months previously thereby enabling compliance with RAF dress regulations on entry to Lyneham.

But to get back on to PAS and the options for 'Bs'.

Simple really. Sell the 'B' or investigate the PAS systems that could be fitted of which there are two fundamental options.

OPTION A - An electric system - relatively inexpensive, readily available, various types and quite easy to install

OPTION B - An hydraulic system - more expensive, complex installation.

A quick looksee on YouTube and I confess that I was initially pretty much sold on the various electric PAS options probably because I could install it myself and as it was relatively inexpensive (and being a cheapskate) this had great appeal.

I had some reassuring chats and correspondence with various companies that supplied and/or fitted electrical PAS to MGBs but as with any modifications that can possibly impinge on safety, I realised I needed total confidence before proceeding.

It was then that I decided to call the MG Owners club for information and advice and by a stroke of luck the chap that answered the phone was the resident PAS expert. A font of knowledge who was more than willing to answer all of my looney questions plus some I hadn't thought to ask.

The advice given was in my opinion totally unbiased but in assessing the information it nudged me toward the hydraulic system despite the cost differential, due to not only to the complexity of the system but the installation costs which required for example some cutting/ reworking of chassis members.

This degree of work was not something I personally would undertake and the MG Owners Club facility in deepest Cambridgeshire was the obvious candidate to carry out the installation given their experience but I simply did not fancy the long four way trudge across into East Anglia given the work would take a few days.

Again the club PAS oracle came up trumps and said, ' Give me a few minutes and I'll see if there is someone closer to you who we'd recommend' and sure enough he was quickly back with the name of a facility in Dorset plus their cost of installation as he'd taken the trouble to call them.

Now that was outstanding customer service particularly as I was not even a club member!

I did of course order the kit from them and the rest, as they would say, is history.

The PAS installation on our 'B' has transformed our driving experience and four years on we consider it money well spent since we really were at the point of parting ways with the classic car world after over thirty wonderful years years with many classic vehicles and unforgettable memories.

In conclusion, should any Wessex Club member require further information on the MGB hydraulic PAS installation on our car we would be pleased to chat.



The pic shows the hydraulic pump, belt driven from a twin alternator drive pulley.

The pump supplies pressure to the modified steering rack hydraulic jack. Installation of the modified rack requires some reworking to adjacent chassis member.

To the rear of the distributor is the hydraulic reservoir.



One of my anorak interests associated with cars is car auctions, not your everyday auction houses such as Westbury Car Auctions - although I have successfully bid for cars there - but high end auctions such as Sotheby's, Mecum in the USA, Bonham's and Goodwood the latter of which I have written about in the past.

Now cars costing millions of pounds are to say the least of only academic interest, however anyone with petrol flowing in their veins will surely have at least a passing interest in what is attracting investors and presumably the reason why some of you will be going to Nick Mason's charity event is to see up close some of the rarest race cars in the world and therefore most expensive.

So what I thought I'd do is list the top ten most expensive cars that were auctioned in 2025...starting with the "Cheapest"!!! So kicking off from 10th position is:



## 10. 1993 Ferrari F40 LM - \$11,005,000



RM Sotheby's, Monterey, August 2025

## 9. 2026 McLaren Formula 1 Team MCL40A - \$11,480,000



RM Sotheby's, Abu Dhabi, December 2025

## 8. 1966 Ford GT40 MkII - \$13,205,000



**RM Sotheby's, Miami, February 2025**

## 7. 2001 Ferrari F2001 - €15,980,000



**RM Sotheby's, The Crown Jewel sale, Monaco, May 2025**

## 6. 2026 Gordon Murray Special Vehicles S1 LM - \$20,630,000



**RM Sotheby's, The Special One Sale, Las Vegas,  
November 2025**

## 5. 1961 Ferrari 250 GT SWB California Spyder Competizione - \$25,305,000



**Gooding-Christies Pebble Beach, Monterey, August  
2025**

## 4. 1994 McLaren F1 - \$25,317,500



**RM Sotheby's, Abu Dhabi, December 2025**

## 3. 2025 Ferrari Daytona SP3 'Tailor Made' - \$26,000,000



**RM Sotheby's, Monterey, August 2025**

## 2. 1964 Ferrari 250 LM – €34,880,000



### RM Sotheby's, Paris, February 2025

This Ferrari is one of my all-time favourite racing cars.

Offered from the collection of the Indianapolis Motor Speedway Museum, this 1964 Ferrari 250 LM was the star of the Paris sales. Chassis 5893 was originally sold to Irene and Walter Young of Wilton, Connecticut, and it was sold back to supplying dealer Luigi Chinetti fairly quickly. It was subsequently fitted with an aerodynamically efficient nose by Piero Drogo, and entered into the 1965 Le Mans 24 Hours with Masten Gregory and Jochen Rindt behind the wheel - as well as, it has been claimed, Ed Hugus. Which against all the odds won!

Estimated at more than €25m, it sold for €34,880,000.



## 1. 1954 Mercedes-Benz W 196 R Stromlinienwagen - €51,155,000

See title photo

### RM Sotheby's, Germany, February 2025

The biggest sale came right at the beginning of the season, at a private event at the Mercedes-Benz Museum in Stuttgart. Chassis 00009/54's sale was the first time a streamliner-bodied W 196 R had been offered publicly; it had been donated to the Indianapolis Motor Speedway Museum in 1965 by Daimler-Benz AG. Chassis 00009/54 was completed towards the end of 1954 and entered in the Formula Libre Buenos Aires Grand Prix on January 30, 1955, where it would be driven by Fangio. Importantly, it was also fitted with an open-wheel body, which Mercedes-Benz deemed to be an improvement on tighter circuits where high top speeds were less important than agility and the ability to see the extremities of the car. Fangio earned pole position and finished second in both heats, enough for him to claim overall victory in this car.

In two seasons, the W 196 R had won nine of its 12 races. Estimated at in excess of €50m, it sold for €51,155,000 in Germany, making it the most valuable Grand Prix racing machine ever sold, as well as the second most valuable car of any kind to be sold at auction. Of course, this meant it topped the 2025 auction sale.





## Secretary's Scribbles

Well this month proved why clubs and in particular OUR club is so special.. no sooner had last month's newsletter gone to press that I received a call from Kevin with an idea to try on my misbehaving TF - he suggested it was a specific sensor and this would if broken give my symptoms. He was dead right! If you imagine on our MGBs etc we use a choke and the colder the longer or the more you pull the thingy out well, on my TF this sensor tells the car's brain what the water temperature is and how rich the mixture should be. So, what was happening was that my car thought it was nice and warm and therefore struggling to start. The sensor was pretty easy to switch and the car functioned perfectly and it was off to Dunkirk for us.

The Dunkirk trip was great - this time I had a proper plan for each meal with restaurants all booked so essentially, we ate extremely well and were never in the least bit hungry. The weather was particularly good too and we enjoyed comparing the roads of France to Belgium and I am hoping my suspension survived the various railway crossings. One of my favourite moments was watching people's faces as they saw just how big the vast V2 bunker is at Eperlecques, almost everyone just stopped and said 'wow' when it was unveiled. I am looking forward to a good summer of MGing this year - see you all soon.

Tom





## Club Asset List

CLUB ASSET LIST			
ASSET	CURRENT HOLDER	CONTACT DETAILS	
Engine Hoist	Tom Strickland	012489 447125	<a href="mailto:stricklandto@hotmail.com">stricklandto@hotmail.com</a>
Club Sail Banner	Kevin Meakin	01380 727151	<a href="mailto:kevinmg1@live.com">kevinmg1@live.com</a>
Event Shelter + Sides	Kevin Meakin	01380 727151	<a href="mailto:kevinmg1@live.com">kevinmg1@live.com</a>
Projector	Kevin Meakin	01380 727151	<a href="mailto:kevinmg1@live.com">kevinmg1@live.com</a>
Speakers	Paul Warn	01225 768676	<a href="mailto:paul.william.warn@gmail.com">paul.william.warn@gmail.com</a>
Projector Stand	Paul Warn	01225 768676	<a href="mailto:paul.william.warn@gmail.com">paul.william.warn@gmail.com</a>
Projector Screen & Cover	Kevin Meakin	01380 727151	<a href="mailto:kevinmg1@live.com">kevinmg1@live.com</a>
Set of Boules	Terry Warder	01225 766068	<a href="mailto:suewarder60@gmail.com">suewarder60@gmail.com</a>

**NOTE:**

If you need to borrow or take custody of any of the club's assets, the current holder should be contacted directly to arrange transfer. The new 'holder' of the asset should notify Paul Warn by email to ensure the asset list is kept up-to-date.