Southampton and New Forest, MGOC

Newsletter

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A fine example of a 25-year-old MGF

By Ruth & Stepehen Dennison

Introduced in 1995 to worldwide acclaim, the MGF car heralded the return of MG to volume two-seat sports car production. It looked good however, the first one we saw was broken down at the side of the road in the middle of London during the New Year's Day Parade.

At that point we decided our beautiful MGB roadster was a far better example of MG engineering and design no matter what the marketing people proclaimed.

The only disadvantage with the red sports car was the British weather and on more than one occasion we got wet! Trying to raise the top when the heavens opened meant you got soaked as we never seemed to manage to close the hood in less than 20 minutes.

With more time on our hands when we moved from London to the New Forest, we wondered whether an MGF or TF might be a good and drier option. We'd joined the Southampton and New Forest MG Club and lots of members owned admirable vehicles which coped in all weathers. We started to look round.

Excitedly one day we spotted an advert for bright, shiny yellow MGTF with low mileage in Frome. With the cash in our pocket, we headed off to view this marvellous example. Sadly, it had more filler and rust holes than perfect bodywork. We were disappointed and told our friends in Bransgore about our aborted trip. This set off a series of conversations. "Are you looking for a MGF?" Yes, was our reply. Little did we realise that Pat and Brian were looking to sell their 2000 build, immaculate, low mileage, bought from new, garaged, serviced, fastidiously looked after and perfect British Racing Green MGF. Brian wanted their car to go to a good home where it would continue to be cherished, and he thought we would be the ideal custodians. We were delighted.

Wellington is now part our family of cars. You may ask why "Wellington"? Well, it's green like all good wellingtons, it keeps us cosy, safe and dry and the number plate is W384LEL. During its 25 years the car has only travelled 35,000 miles. During Brian and Pat's ownership the car was taken to France on 4 holidays and numerous S&NFMGOC adventures. We happily drive it around Hampshire, Dorset and further afield. The car is a fine example of a 25-year-old MGF.


W384 LEL
NPJ 647D
20 04 2021


EWL 450S
H6 EJM
W384 LEL
29 05 2023


W384 LEL
20 10 2024

Editor's Notes



Hello everyone

Welcome to our June Newsletter. The weather has been glorius with warm sunshine and lots of events taking place.

At the cobweb Spin we met up with two other Area Club Secretaries, Juliette from West Sussex, Chris from Bournemouth and Poole tigether with Nigel our Regional Secretary. They tried to decide on a collective name for them. The first was 'A Clutch', hmm not bad but not really right. The second thought up by Juliette was 'A Hub'. That seems perfect.

I had a few answers sent to me for last months quiz. I think it really got the brain cells working. I would like to congratulate Bel and David Neave for a full, correct set of answers. Well done to you both.

I would like to thank eveyone who has contrublted an article this month. It is reeally appreciated.

Please note this message from membership secretary.

There are still a few outstanding club members that have not paid their subscriptions, for those that wish to remain members of Southampton and New Forest MGOC 1009, I would appreciate your early attention to this matter.

For those that do not wish to retain their membership will you please advise me.
I will remove from the register any that remain unpaid on the 9th June 25.
membership@1009mg.org.uk

Yvonne



Secretary's Scribbles

As we publish this edition of our newsletter the 25th Anniversary New Forest Run has completed, and we hope that all who attended enjoyed the day with us. My thanks to all the Members of Southampton & New Forest MG Owners Club for supporting the day and working so hard to make it a success. A feature will be in our July Newsletter.

In keeping with our 25th Anniversary year, this month 25 in 25 is an article about Members Ruth and Stephen Dennison's MGF 'Wellington'. Many thanks to them for letting us know all about their beautiful MG.

May was a busy month we started off with a VE Day picnic at Anderwood in the New Forest. Albeit the sun did seem to take the day off, we had a great time, and the cricket match was certainly 'make the rules up as you go along' sort of match. The Ladies suitably beat the Men thanks to Anne-Marie's excellent scoring. Club Night on the 7th was well attended as was the Mid Monthly meet at The Carpenters Arms in Bransgore.

There is a write up on our trip to Devon for the Exeter MG Owners Club More to See Run on 11th May. We were awarded with the cup for the most entrants from one club – 8 cars, so well done to all who attended and to our guests from Basingstoke MG Owners Club. A truly fun weekend and some great driving into Lynmouth and back. The return journey back home was beautiful, hoods down all the way.

June continues to be busy for us, and Martin Charles has put together more information on events and runs throughout the coming months. If you wish to attend any of these, please contact either Martin or the co-ordinator for that event. One event, which we have attended now for a few years, is the Armed Forces Day & Fawley Show. It really is worth going to if you have not been. You can book your space by using their website - https://fawleyshow.com/ but please let Malcolm Rumsey know if you have booked so he can get us in the showground and parked up together.

Mid monthly for June - arranged for us by Valerie Laurant is at:

THE HIGH CORNER INN

Linwood, Ringwood BH24 3QY
Tel: 01425473973
Website: **https://butcombe.com/high-corner-inn-hampshire/**

Please either call the pub or book on their website should you wish to eat there.

Also, this month we welcome new member Ian Johnson from Brockenhurst who owns a 1954 MG TF. We look forward to seeing Ian out and about with us and at our up-and-coming Club meetings.

Finally, please keep sending over all your articles to Yvonne for future newsletters, it is appreciated, and I know that members do enjoy reading these editions. Also don't forget, if you have any photos to send them to webmaster@1009mg.org.uk so that they can be loaded onto the website.

Fiona

Bournemouth and Poole MGOC

ANNUAL GARDEN PARTY AND PICNIC

SUNDAY 10 AUGUST 2025

ATHELHAMPTON HOUSE AND GARDENS

Britain's first Eco Country House - and well known film location
(Signposted off the A35 between Poole and Dorchester)

Gates Open 10am - Presentations at 2pm



All ages of MG Welcome

MGOC Club Displays / Trade Stand / Summer Hamper Draw / Rolling Wine Raffle / Jigsaw Sales / Cake Stall / Silent Auction / Tombola / Licensed Restaurant

Advance Tickets - £12 per person

(includes entry to the event, access to the gardens, reserved parking on the rear lawn, free event programme, discounted admission to the Elizabethean House)
Free goodie bag for the first 70 cars to arrive on the day
(Advance entries close on Friday 01 August)

Alternatively on-the-day admission £15 per person
(this does not guarantee reserved parking on the lawn)

Details and an entry form - email: chris@1020mg.org.uk

May's Quiz Answers

	Question	No of letters	Answer
1	Drinking ale in front of posh hotel	7	BIARITZ
2	Wise bedfellow	9	MORECAMBE
3	Milk containers	5	COWES
4	French dance where you replace one of the indefinate articles	6	CANCUN
5	Long leases sorted to make an heavenly community	3,7	LOS ANGELES
6	Wander eternally	4	ROME
7	2, 4, 8, 16, 32, 64	6	DUBLIN
8	The males of the species in front of the whale	7	MENORCA
9	You will need this when you change the locks	7	NEWQUAY
10	A Royal fruit but not a plum	4,5	LYME REGIS
11	No! She did it of her own accord	7	JAMAICA
12	Mother's entrance	7	MARGATE
13	Zealot ran confused to this island	9	LANZAROTE
14	Bring hot mixture to this resort	8	BRIGHTON
15	Painted by Andy Warhol	6	CANNES
16	Type of salad vegetable ?	3	KOS
17	I came across a bigamist on the way here	2,4	ST IVES
18	A handsome bloom	7	ORLANDO
19	The baths are filthy again !	9	BLACKPOOL
20	Where the sun goes now on a fantastic horse	6,5,4	WESTON SUPER MARE
21	My sister's daughter is not nasty	4	NICE
22	BBBBBBBBBB	5	TENBY
23	M1 A1 M4	6	RHODES
24	A Cornish lavatory?	5	LOOE
25	Where Mr. Hill slept?	8	BENIDORM

Torque with Reggie



Preparing my 1974 B GT for its first Long Club run

By Kevin Wassell

We were due to embark on our first trip away with the club to Devon “More To See” run on Saturday 10Th May, I had recently carried out an engine service and checked out the rear brakes whilst I was replacing the hand brake cable, and everything was in good order. I’m quite familiar with the Devon countryside and in particular the steep hills, so I thought it would be a good idea to check out the front brakes. It was good news as there were no leaks and the brake discs, pads and pipes were looking good.

Then the problems started. With both brake calipers removed I noticed that the nearside wheel bearing was tight, and the offside wheel bearing was loose. At this point I remembered how easy it was to grease and adjust tapered wheel bearing on old cars, but how wrong I was! I researched and discovered that the bearing retaining nut should be tightened to 60lb torque and this is essential to give the Stub Axle its strength. My ones were tightened to about 25lb, and when I tightened them to 60lb, the bearings stopped turning altogether. To stop the bearing from over tightening, special shims are inserted between the bearings to achieve the correct free play. This clearly wasn’t the case with mine.

It was now Wednesday before the run, so I made a panic call to MG Spares to purchase two packs of various sized shims. I was pleasantly surprised to receive the shims the next morning, and by 2pm the brakes and bearings were all complete. On the test drive I found that the steering and Suspension felt better, so the bearings must have been causing a problem for a while.

I parked the car on the driveway feeling confident about the forthcoming run to Devon. As I got out of the car I noticed a long line of fluid on the floor. I quickly raised the bonnet to find water pouring from the Heater Valve Assembly on the side of the engine.

More research and another panic call to MG Spares, I was told that the valve was not serviceable, and a replacement was required. As it was past the 2pm deadline the sales person said he will process the order straight away and try for next day delivery. That evening I cleaned our BMW just in case it was called upon.

Again to my surprise the next day at 9.30am the new Water Valve arrived. What a great service from MG Spares. I drained the coolant, fitted the new valve, replaced the coolant and had a successful test drive.

The next morning with everything crossed, we packed the car and headed to Devon. I can report that the Brakes happily worked overtime as we descended the very steep hill into Lynmouth. Our first trip away with the club was great fun and we really enjoyed getting to know everyone.



History : Why the MGF wasn't sold in the USA

Link sent by Eric Moore

Plans were mooted, interest was real – but the figures never stacked up.
Thanks to the brillant contributions of our readers, we can put to bed the notion it was down to BMW as to why the **MG*F* roadster** never made it Stateside.

MG in America: why dreams of a US-bound MG*F* were never realistic





It's easy to romanticise what might have been, as indeed I did recently. The idea of **MG returning to America in the 1990s with the new MG*F*** has tantalised petrolheads for years. Fans on both sides of the Atlantic still talk wistfully about what could have been – a modern MG, mid-engined no less, carving up the Pacific Coast Highway and rekindling the spirit of the much-loved **MGB**.
But the reality was stark. While BMW's ownership of Rover Group might have offered a tantalising window for US re-entry, those close to the project knew it was never going to happen without a monumental shift in investment, strategy and scale.

The official line: it was never just about the car

Kevin Jones, Rover's Product Communications Manager at the time, made it clear in a 1999 interview. In essence, the MG*F* was a low-volume car, born out of necessity, not global ambition: 'At the time (early 1990s) that MG was being considered, Rover Group was investing in significant new core product programmes,' he explained.
'The investment required to fund an MG programme was capable of supporting around 20,000 units per annum, a joint capacity level agreed with Rover's collaborating Body-in-White partner Mayflower. This was clearly less than would be required to support a re-entry into North America, a project which would also require major investment in a new Sales and Marketing network.'
Jones added that Rover had no intention of returning to the US with a single niche model. 'Rover has decided that a return to the USA would need long-term planning on the basis of much more than a single niche model entry. It's likely that Rover will return to the States early in the next century with a range of products to include the MG marque.'
In other words, the MG*F* wasn't just too small a car – it was part of too small a plan.

Designed for what was possible, not what was ideal

MG historian David Knowles adds further context. Speaking about his research into the project, he recalls: ‘I interviewed Brian Griffin at the time and he explained that the company had to take the decision it did based on the funds and facilities it had. That extended to the choice of materials used in the MG*F*’s construction.
‘If you go for a certain production volume, you choose the optimum parts and materials to match the output. But, in doing so, you lose some of the economy of scale that different materials can deliver for much larger output volumes.’
He highlighted the use of soft tooling and plastic components as key examples of cost-conscious engineering. ‘It’s not a simple case of dialling up the volume or output rate,’ he says. ‘When BMW arrived they were quite impressed with what Rover Group had achieved, even if they didn’t like the Mayflower arrangement and couldn’t understand why Rover had gone for the mid-engine layout.’



Capacity constraints weren’t hypothetical, they were real

Former Rover executive Stephen Cox reinforces the issue of constrained supply: ‘Mayflower simply weren’t able to provide volume that would service such a huge market, let alone ours and Rest of World needs,’ he explained.
‘Remember, we were dealing with at least six-month waiting lists if a customer insisted on a particular spec or colour – as were other markets. This, of course, led to cars being sold at a profit the day after delivery and even when several months old.’

Cox, who later visited the US as part of MG Rover's early Phoenix-era outreach, said the situation was compounded by larger strategic and financial challenges. 'Even with demand, the company had bigger issues to resolve, the key one being to find a partner PDQ, and to look "East" for our future not West, before the BMW dowry ran out. Sadly, it did run out – but [MG Rover Group] could have survived if the Government had simply offered a loan guarantee for more money, which was available from various funding sources.'

The historian's context

Noted author and valued *AROnline* Contributor Chris Cowin puts this production bottleneck into perfect context. 'Sports cars of yore like the MGB had bodies designed for mass production – which famously cost an 'eye-watering' sum for BMC to fund back in the early 1960s.
However, the only way Rover Group, as part of British Aerospace, had been able to fund the MG*F* had been by a cost-sharing joint venture with Mayflower who produced panels off site, but that limited production numbers – up to 15,000-20,000 per annum.
He concludes: 'If one's looking for someone to blame, then perhaps really it has to be British Aerospace for not being bolder when the MG*F* project was signed off in the early 1990s, but then they lacked the money to be more bold at that point.

Conclusion: a lovely idea that never stood a chance

The MG*F* being a success in the USA remains a fan favourite daydream – and, like many such dreams, it was based on emotion more than economics. Those inside the company knew the car's limitations – not in spirit or design, but in tooling, funding and logistics.
To build a global MG empire, BMW or Rover Group would have had to start again, not just re-engineer the MG*F* for the US, but reimagine the entire company around export-scale manufacturing. Instead, the MG*F* remained what it was always meant to be: a European sports car, built with limited means, that punched well above its weight at home.
Raise a glass, then – not to what might have been, but to what actually was: a brilliant little car that did a lot with very little.

SWVA Classic Car Auction, 24th April 2025

By Martin Charles

I I've always had an interest these sales, held 4 times a year at South Western Vehicle Auctions in Poole, over the years I've attended a few, but since retiring I, along with mate Mike, attend viewing days. I find it interesting, a bit like going to a museum, but you can crawl all over the lots, including getting in them to dream about what a road trip in it would be like.
You probably won't be surprised to learn that biggest marque represented in the sales is MG. So I thought I'd review this sales offering, with auction estimate, sale price and what my maximum bid would be if I was to bid on it. The condition guide I've used is that of the MG Owners Club,
Condition 1, Strong provenance, capable of winning premier show prizes, as new or better than new.
Condition 2, No faults, either properly restored, or mainly original with any repairs to a very high standard, but not quite capable of premier show wins.
Condition 3, Everything in good working order with minor blemishes, but no unsightly areas or obvious mechanical faults, should pass MoT in 12 months' time.
Condition 4, Some rust damage evident and mechanics, body and trim in fair condition for the age. But may need some work to pass an MoT now.
Condition 5, In need of major restoration work, possibly un-roadworthy.
Most lots fall into categories 3 & 4 and I rate category 3 with a – or +, as they are border line to be solid 2 or 4 condition. If you are going to bid at auctions it is very advisable to set yourself a maximum bid you would make on a lot and stick to it, too often bidders get auction fever and go over their limit and usually regret doing so! The following lots went through this sale, I give a brief description, auction estimate, what my maximum bid would have been had I been bidding for each lot and hammer price achieved.
Lot 2, 1972 MG B Roadster – Estimate, No Reserve.



Owned by vendor for 36 years, in dry storage since 2012, genuine 97k miles, engine turns over but won't start, has O/Drive gearbox, condition 4. Although in barn find condition, it looked pretty sound, the original interior would clean up very well, good project car in my opinion. My bid £1,500, sold £3,800, to a classic dealer I suspect



Lot 27, 1975 MG B GT Jubilee Anniversary Edition – Estimate, £3,000 - £4,000
Owned by vendor for 7 years, no details on how many in total. Past restoration to high standard, huge history file, low mileage, MoT to 04/2026, and history back to 2009 without a single advisory. Lovely condition inside and out, but some minor paint blemishes, condition 2+. My bid £5,250, sold £5,800



Lot 32, 1977 MG B GT – Estimate £2,000 - £3,000
Owned by vendor for 6 years, no details on how many in total. No history, In solid condition has O/Drive gearbox, with tidy interior, but paint poor, faded area and lots of micro blister, usable but requires full respray to be really nice. Last MoT in 2019, failed in 2020, but not on rust, no other Mot history, condition 4. My bid £3,250 sold £3,300.



For those who don't know what micro blister is, this is the bonnet on the above GT. You can see what looks like might be rain or moisture on the bonnet. But this is micro blister, usually caused by moisture under the paint when it was resprayed. Very often this doesn't show up immediately after the respray, but overtime, months or even a couple years later, it starts to lift the paint. Even though they are called blisters, they can't be popped. The only solution is to strip back to bare metal and full respray.

Lot 35, 1973 MG B GT – Estimate £2,750 - £3,750



Owned by vendor for 5 years, no details on how many in total. No history, but has had extensive full restoration in past with invoices for £10,000 of work over years. Good solid car, has O/Drive gearbox and with a lovely full leather interior in black. Last MoT in 2021,with history back to 2015, with a few fails for minor mechanical work. But it is a "Marmite" car, as it is a non-standard BL colour, condition 3. I liked this because the colour makes it different to all the other B's. My bid £4,250 sold £3,300

Lot 49, MG B GT – Estimate £3,000 - £4,000



Bereavement sale, no details on number of owners. Some limited history, basically a sound car, knock wire wheels, some rust starting to show in body seams, some micro blister evident in paint, period correct glass sunroof, but does put a lot of potential buys off, including me. Last MoT 2021, with history back to 2006, with 5 fails showing for bulbs and brakes, condition 4. My bid £3,000 sold £4,500.

Lot 58 , 1968 MG 1300 Mark 2 – Estimate £1,000 - £2,000



Owned by vendor for 3 years, no details on how many in total. No history but invoices for £4,000. Fairly solid car, but starting to show some signs of previous body work restoration, lovely interior and Webasto style sun roof that opened and closed nicely. Last MoT in 2018 with history back to 2011, with two failures, second in 2012 showed extensive list of mechanical faults, condition 2 -. I've always liked BL 1100/1300's, my bid £3,500, sold £3,400.

Lot 66, 1976 MG Midget 1500 – Estimate £3,500 - £4,500



Owned by vendor for 2 years, no details on how many in total. Comprehensive history, invoices in excess of £5,000, professional conversion from rubber bumper to chrome to a very high standard. Last MoT 2022, with history back to 2011, 3 fails all minor mechanicals, never any advisories. Really superb condition all round, condition 3+, my bid £5,250, sold £5,000

Lot 74, 1964 MG B Roadster "Pull Handle" – Estimate £8,000 - £10,000



Owned by vendor for 6 years, but in the family for last 45 years. Subject to full body restoration in 2006 by Mike Rolls MG, bill £8,600 and recording only 1, 984 miles since the work completed, invoices to £15,000 in total, comprehensive history file. Last MoT in 2018, history back to 2006, showing only 1 fail for a bulb! Stunning condition 2 car, my bid £8,500, provisional sale at £8,600. These early B's are called "pull handle" models because the door handles pull out to open doors.

Lot 76, 1969 MG B Roadster – Estimate £4,000 - £5,000



Owned by vendor for 9 years, no details on how many in total. History and invoices to £18,000, interior fully re-trimmed, painted "knock on" wire wheels. MoT to 03/2026, history back to 2006, showing 9 failures, all mechanical. Nice condition 3 car, my bid £6,000, sold £5,150

Lot 78, 1968 MG C Roadster - £9,000 - £11,000



Owned by vendor for 3 years, 5 previous owners. Some limited history, clearly restored at some point in past, Minilite style allow wheels, showing some small areas of micro blister in paint. Last MoT expired in 2016, otherwise no MoT history, condition 2. My bid £7,000, sold £9,850. Yes my bid would have been below estimate, but with so little history in all honesty I wouldn't buy it.

Lot 86, 1971 MG B GT – Estimate £4,000 - £5,000



Owned by vendor for 26 years, 3 previous owners. History file, including detailed body work restoration report by Smith & Cave panel beaters of Blandford in 1988. O/drive gearbox and Webasto sunroof, having only covered 3,00 miles since year 2000. Last MoT expired in 202, history back to 2006 showing no failures and 1 advisory with light corrosion around rear spring hangers. Stunning condition 3+, my bid £7,500 sold for £7,650.

Lot 96, 2001 MG F Steptronic (Automatic) – Estimate £1,500 - £2,500



Owned by vendor for 4 years with 4 previous owners. No history, showing 38,271 miles backed up by Mot history back to 2006 showing 2 fails one for corrosion around rear sub frame mounts, current MoT to 04/2006. The colour is Alumina Green and there is a hard top and rear boot lid rack in the same colour available from vendor by separate negotiation. Condition 3 -, my bid £2,250, provisional sale at £2,300

Lot 98, 2000 MG F SE – Estimate £800 - £1,200



Owned by vendor for 3 years with 3 previous owners. Limited history, showing 44,000 miles backed up by MoT history to 2006 showing 7 fails, all minor mechanical. Failed MoT in 02/25 for emissions and beam aim, new certificate to 02/2026. In Wedgewood Blue with full leather interior, the front bumper was a slightly different shade and body lines didn't quite match up on nearside, suggesting bumper was a replacement, condition 3 -. My bid £1,500, sold £1,400.

Lot 99, 1975 MG B GT – Estimate £4,000 - £5,000



A one family owned car, Mother and Son. Substantial history file including bodywork restoration in 1995, taken off the road in 1999 and kept in dry storage until 2022. It was then recommissioned and been in use by the son since, MoT to 04/2026. Very nice condition car showing just 28,825 miles backed up by MoT history, condition 3. My bid £4,500, sold £5050.

So there we have the results, prices have softened since the pandemic, certainly in the case of the "pull handle" B Roadster, pre pandemic I could have seen that car in the £15,000 -£18,000 estimate range. You will have your own thoughts on the results of course, but my view is there are several good, to what I would consider, to be potential bargains to enjoy owning.

However one has to remember the hammer price is not the total sale price, you have to add the buyers fee. This is worked out on sliding scale depending on the hammer price, it protects the buyer from vehicle being stolen property or having outstanding finance. Also VAT is also due on the hammer price, currently at 20%.

Then once you have purchased the car there are the potential downsides of finding out what you have actually bought once you get it home . There is always going to be something that needs sorting out, tidying up or future proofing your new investment.

All vehicles bought at auction are sold as seen, there no guarantees, or refunds if it is a bit of a lemon! Should that be the case there is the option to submit it to the next sale however.
I hope you've found this interesting, the next SWVA Classic sale is on Thursday 31st July, I should be going to preview the lots, if I do I'll happily do another review.
Martin Charles.

Basingstoke Festival of Transport - Sunday 11th May

By Martin Charles

Following the invitation from Derek Boghurst of Basingstoke MGOC, for any of our members to join them on their Club Stand at this annual event, I decided to take up the kind offer. This show has run in the Memorial Park, Basingstoke, just off the M3, for many years, originally by the Thorneycroft Society and taken over by Basingstoke Rotary Club a few years ago to raise funds for local charities. Having received my entry pass from Derek, I was keeping a close eye on the weather, with several weeks of dry weather I feared the worst that it would break on this day. My fears were unfounded, and we travelled up in more lovely early summer weather. The organisation of getting some 600+ exhibitors was excellent, from joining the queue to arriving at the club stand was about 20 minutes.

The show is split into two areas of the park, one for car club stands, tractor lines and a stationery engine section.





There was just such an eclectic mix of clubs in this area, Marque Clubs, General Classic Car Clubs, Motor Sports Clubs. It made for an interesting and varied selection of vehicles to admire, although I didn't think I was the only surprised by the Tesla Owners Club?





After spending the morning wandering amongst the club stands and enjoying an excellent breakfast roll and coffee we moved on to the other area of the show, which was about 3 times the size of the club stand area. On display were Commercial Vehicles, Emergency vehicles, Buses and Coaches, Military vehicles, American Police Patrol vehicles, the AA heritage vehicle fleet, Fairground Tractors with living vans and hundreds more individual classic car exhibitors.





Around the edge of this area were a number of varying trade stands, Autojumble stands, second handbook stalls, food and refreshment stalls. We heard some amazing stories from owners of various interesting exhibits about their Pride and Joy, how they'd restored them and what they used them for. Even one gentleman who had an inter-war period Trogen, who whilst competing in a VSCC trial had overturned the car, being pinned down under it, he suffered severe trauma injuries. After he recovered, he then rebuilt the car himself and still competes with it, even though he is now in his 80's.





All in all we had a fantastic day out, yes, the weather meant the amount of exhibitors and visitors were huge, but it never really got uncomfortable. For older club members it reminded me very much of the Broadlands Classic Car Show we used to attend in the late 1980's, something to interest not only the petrol heads, but partners and kids as well. The show finished at 4:15PM, where upon we decided to sit and enjoy an ice cream in the sun, whilst exhibitors packed up and left. Again, the organisation of getting exhibitors out was superb, we came in and went out through one entrance! At 5.30PM the queue to leave had gone, so we packed up and left, all along the road back to the Ring Road and Motorway where families or groups of youngsters waving us goodbye, I've never experienced that before. My thanks must go to Derek and the members of Basingstoke MGOC for welcoming us to such a memorable day and all for £10 per car, great value.

VE Day Picnic

By Chris Parkins

During the afternoon of Sunday 4th May, a group of us met at the Anderwood car park in the New Forest, east of Burley, for a picnic to mark the 80th anniversary of VE Day. About 10 MG's gathered, along with one Austin Six belonging to Ray and Lorraine Amos. When one admiring passer-by was told that the Austin dated from 1933, he remarked that it was 2 years older than his mother-in-law but probably gave them half the hassle.

Numerous Union flags appeared, bunting encircled our encampment, and our very own land girl arrived sporting dungarees, headscarf and a hair roller. Well done Linda for winning the award for best WW2 costume.







The weather was not in our favour unfortunately, with much cloud cover and a chilly north-easterly wind. But we were not to be defeated, in the spirit of wartime Britain we soldiered on, enjoying our cheese sandwiches and Victoria sponges, no jelly in sight. As is customary at a British picnic, games followed. Fiona got us up on our feet, a cricket bat and wickets appeared, and we divided into 2 teams – ladies versus the men. Everyone had a go at batting and fielding. The final score was 2533 runs for 6 to the ladies and the men were all out on minus 1258. The scorer shall remain nameless.

A plaque was presented by Fiona to Jon and Pauline Holt for all their hard work organising the recent Cobweb Spin.



A fun time was had by all. Many thanks Yvonne and Fiona for organising the afternoon.

More2See Run 2025

The Exeter MGOC annual event took place on Sunday 11th May, with a group of eight cars from the S&NF MGOC taking part along with a car from Basingstoke MGOC, making the trip down to Cullompton on the Saturday prior to the run day. Seven cars from our club met at the Furlongs Car Park Ringwood prior to setting off for Devon. It wouldn't be de-rigueur, if at this stage I didn't mention the weather prospects for the weekend ahead. After what seemed like an eternity of sunshine this Spring, the weather for Sunday's Run was decidedly volatile, with thunderstorms predicted in the West Country. Nevertheless, our intrepid team set forth for the journey down to the Lakeview Manor Hotel in full sunshine.

We managed to keep the group together on the run down, with the crocodile of cars winding its way through some of the south's most beautiful scenery.



Cars meeting at Furlongs Car Park, Ringwood



On the route down to Cullompton, Devon



Driving through Dorchester



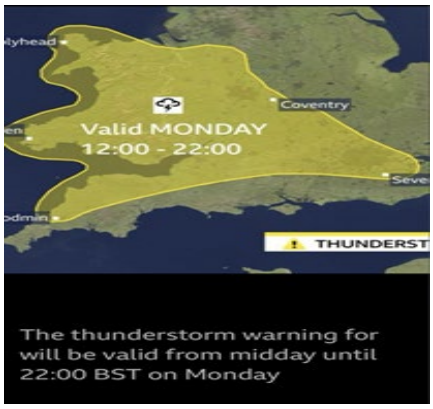
A sort of lunch stop

Arriving at our usual lunch-stop outside Crewkerne, we were disappointed to find the usual sandwich/panini offerings were no longer available, only meals with chips along with orders by tables rather than by individuals. Why does nothing stay the same? Needless to say, drinks and crisps were the most popular choice!

We continued on to the hotel and after locating our rooms and dropping off cases, we agreed to meet in the garden for drinks. The two cars from S&NF and Basingstoke MGOC finally joined us later in the afternoon. It was determined that their lunch stop was far more successful than ours.

The sun continued to shine through the rest of the day and we enjoyed a lovely meal in the hotel on the Saturday evening, however, talk ultimately led to Sunday's impending thunderstorm warning that popped up on everyone's weather Apps.

Hopefully, with fingers crossed we prayed that it wouldn't be like More2See 2024 where it didn't stop raining from mid-morning to nighttime. Runs are so much more enjoyable with the roofs down and blue skies.



Weather App for Sunday



Enjoying drinks in the afternoon sunshine at Hotel

The next day started dry and sunny, similar to 2024's event but not to be pessimistic after a lovely breakfast, we set off for Cullompton Rugby Club for the start of the run. It was good to meet up with familiar faces again and enjoy a cup of tea before motoring off into the wilds of the Devon countryside. This year's More2See run was taking us to Lynmouth on the north Devon coast. What a super drive through the villages and hamlets en route to our destination for lunch.



Cars parked at Lynmouth

Visiting this delightful coastal town, we enjoyed lunches of sandwiches, ice creams and drinks. Returning to Cullompton, the route took us over Exmoor back towards the rugby club where cream teas were the order of the day.



Fiona's Mum in Bertie at Lynmouth 2012

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Yvonne, Nav 2 for Bertie 2025



Lynmouth, North Devon



Driving back across Exmoor



At the awards event after the run, Fiona collected the trophy for the largest club entry to this year's More2See. (We seem to win this every year).

The evening meal was enjoyed at the York Inn, Churchinford, Somerset, a few miles from the hotel. We are grateful to the pub for catering for a group of sixteen at such short notice.

What a super weekend away in the west country. The scenery and company were superb, the route allowed for long drives on open roads to the north of the county without having to negotiate twisting turning country lanes.

The destination for the lunch time break was as usual stunning, with allocated parking on the sea front gardens, organised by Exeter MGOC and managed by North Devon Highways Dept.

The weather held up for most of the day which allowed the roadsters to drop their hoods. Unfortunately, the promised change of weather conditions for Sunday duly arrived about 25 miles from our destination at the rugby club, so up went the soft tops and off we set.

Two cars left on Sunday night for home, the rest set off on Monday morning after a hearty breakfast. Another great weekend away with the S&NF MGOC.

Eric.

BREAKFAST RUN

Organiser - Linda Taylor

THE POTTING SHED, HYDE
FORDINGBRIDGE
SP6 2QB

THURSDAY 14th AUGUST

Several of us went here for breakfast & found good food, also serve plant-based food, locally sourced, friendly staff, plenty of parking, dog friendly, they also sell their own veg etc, check out the menu on their website:

https://www.pottingshedhyde.co.uk/

They suggested they would open early for us at 8.30am, when we could meet, then to have breakfast at 9am, they can accommodate up to 30, & we would eat in an area outside under cover, with a large car park at the back.

A run afterwards can be arranged.

If you are interested, please contact Linda on ltaylor48@btinternet.com

Chris's Cocktail Corner

By Chris Parkins

Rolls Royce

Whilst several US recipes for this cocktail call for Vermouth, I found this UK recipe which uses only 3 ingredients. Although seemingly French, it was created in the Savoy Hotel, London.



50 ml Remy Martin VSOP Cognac

20 ml Cointreau

30 ml orange juice

Put all 3 ingredients together into a cocktail shaker. Add ice and shake well to chill the mixture. Strain into a chilled glass, preferably a coupe. Shaken, not stirred.

Bentley

Another recipe believed to have been created in the Savoy Hotel in or around 1930 after Bentley won at Le Mans.



40 ml Calvados

40 ml Dubonnet Rouge

3 Dashes Orange Bitters

Twist of orange peel to decorate

Mix the ingredients over ice in a mixing glass until chilled. Then strain into a Nick and Nora glass – a small, straight sided or tulip shape stemmed glass. This type of glass is generally used for cocktails which are stirred, not shaken. Decorate with orange peel.

S&NFMGOC, Runs, Shows and Events 2025

Martin Charles.

Hi Everyone,

I hope you all are well and have been able to join in with some of May's events in what has to have been one of the nicest Spring weather periods for years.

You will notice that the events diary list is much reduced, following discussion amongst senior members of the club it was the opinion that it has too many events that are of little or no interest to the membership. So going forward it will list mostly local events, or those within a roughly 30-mile radius of our area, with exceptions for further afield events where small groups of members have regularly attend.

Having said that, if any of you feel an event you know about that might be of interest to our member's then please drop me a line.

So, in June we kick off with the New Forest Run on Sunday 1st of course.

Sunday June 8th, Pride and Joy meet at the Cuckoo Inn, Hampworth, from Mid-Day, as most of you should be aware; these meets are now only open to vehicles registered before year 2000. My MG's are no longer eligible for these events, hence the reason I'm not now co-ordinator for these.

Saturday June 14th, Whiteparish Village Fete and car show, Memorial Ground, Common Road, Whiteparish, SP5 2SU, from 12noon until 4PM, Classic Cars and Tractors. No details on what constitutes a classic, no pre-booking just turn up. No club co-ordinator for this.

Wednesday June 18th, Mid Monthly meet, The High Corner Inn, Linwood, Ringwood, BH24 3QY from 7:15PM, reservation for approx. 20 members with the Inn, Jane Holdaway co-ordinating.

Saturday 21st June, Armed Forces Day and Fawley Show, Gang Warily Recreation Centre, Newlands Road, Fawley, SO45 1GA, Pre-registration ONLY for any age of MG at Fawley Show website, vehicle exhibitors must be on site by between 08:00 to 10:30 and will not be allowed to leave the site before 4PM. However, if you need to leave prior to that a request can be made to show Marshalls. Malcolm Rumsey co-ordinating.

Looking ahead please note the following,

Sunday July 6th, MG F 30, British Motor Museum, Gaydon, Warwickshire, CV35 0BJ. Fiona and I are attending this anniversary where 100's of MG F & TF's will be gathering. If there is any other of you F or TF owners attending, we will be meeting up and departing for Gaydon at 07:40 from Rownhams East bound services, M27, SO16 8AP. If you want to convoy with us, please drop me an e-mail so we don't depart without you!

Sunday 10th August, MG Garden Party & Picnic, Athelhampton House, Puddletown, Dorset, DT2 7LG, Bournemouth MGOC annual gathering, pre-book at Bournemouth and Poole MG Owners Club although entry on the day will be available at £15.00 PP. A convoy will depart at 09:15 from the Furlong Short Stay Car Park, Ringwood, BH24 1AH. NOTE: NFDC parking charges apply if you don't have a clock. If you would like to join this convoy, please drop me an e-mail so we don't depart without you!

Any questions about any event then please contact me at mg1009events@btintenet.com or give me a bell on home 023 8084 4699 or mobile 07304 094 867

S&NFMGOC Runs, Shows & Events for 2025

Month	Date	Event	Location	Member(s) Co ordinating
June				
	1st	New Forest Run	New Forest	Fiona S
	4th	Monthly meeting (Club Night)	Walhampton Arms	Fiona S
	8th	Pride and Joy Vehicle Meet - From Mid-day	Cuckoo Inn, Hampworth, SP5 2DU - From Mid-day	
	14th	Whiteparish Village Fate & Car Show	Whiteparish Village	
	18th	Mid-monthly	High Corner Inn, Linwood, Ringwood, BH24 3QY	Jane Holdaway
	21st	Armed Forces Day and Fawley Show	Gang Warily, Newlands Rd. Blackfield SO45 1GA	Malcolm R
July				
	2nd	Monthly meeting (Club Night)	Walhampoton Arms, Portmore	Fiona S
	6th	MGF 30	British Motor Museum, Gaydon, CV35 0BJ	Martin C
	6th	Pride and Joy Vehicle Meet - From Mid-day	Cuckoo Inn, Hampworth, SP5 2DU - From Mid-day	
	13th	Bransgore Rotary New Forest Car Show	Playing Field, Burley Rd BH23 8AY	
	16th	Mid-monthly	Rockingham Arms, West Wellow, SO51 6DE	Janet & Ivor Binns
	17th	Breakfast Run	Steffs Kitchen Beaulieu (Fairweathers)	Jane & Paul Wallaker
August				
	3rd	Pride and Joy Vehicle Meet - From Mid-day	Cuckoo Inn, Hampworth, SP5 2DU - From Mid-day	
	6th	Monthly meeting (Club Night)	Walhampton Arms	Fiona S
	10th	MG Garden Party & Picnic - Bournemouth MGOC	Athelhampton House, Puddletown, Dorset, DT2 7LG	Martin C
	20th	Mid-monthly	Christchurch?	Kim & Kevin Wassell
	30th	DMGRS Summer Show - All MG models welcome	Gang Warily, Newlands Rd. Blackfield SO45 1GA	Martin C

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Treasurer – Keith Parkins
E: treasurer@1009mg.org.uk



Membership Secretary – Jon Holt
E: membership@1009mg.org.uk



Newsletter Editor – tbc
E: editor@1009mg.org.uk



New Forest Run Entries – Eric Moore
Address: 21 Dilly Lane, Barton on Sea,
New Milton, BH25 7DQ

T: 0789 981 3692
E: nfrun@1009mg.org.uk



Please remember we volunteer to fill these posts, so if you wish to speak to one of us,
PLEASE ring before 9pm or at weekends, thank you. Further information can be found on our website
www.1009mg.org.uk