Southampton and New Forest, MGOC

Newsletter
July 2025

What's 25 in 25?



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SOUTHAMPTON & NEW FOREST
MG OWNERS CLUB
Area 1009
25th Anniversary
New Forest Run
Sunday 1st June 2025






Hampshire
Hamper



Editor's Notes



Hello Eveyone

Welcome to our July newsletter.

The end of May saw a return of our pre-Club Run Skittles evening at the Huntsman in Brockenhurst which was well attended by club members and many visitors from various other clubs. Sunday 1st June was a beautifull sunny day for our 25th Anniversary run. Again, many clubs and visitors with their beautiful cars, attended for a very successful day. A huge thank you to Fiona and all our Club members who volunteered to help out and to make the day so successful. Please see article below.

Once again I would like to thank everyone for sending in their articles to me. It makes my life a lot easier, even if it takes me some time to re-arrange the photos! Keep them coming.

I hope you are trying out and enjoying the Cocktail ideas sent in by Chris Parkins – cheers.

I would also like to thank Fiona for the stunning photos she has kindly let me use for the Bluebird article. Fionas history with Pier Cottage and Coniston are explained in the article below.

Yvonne



Secretary's Scribbles

June was both a busy and successful month. I cannot believe, as a Club, we have got through our 25th Anniversary New Forest Run. What an achievement for all the Members, especially those who were part of the very first New Forest Run back in the day. The feedback from entrants has been good, it seems that we hit the spot on many parts of the organisation and that really goes down to some great teamwork – well done all.

I'm really looking forward to MGF30 at The National Motor Museum, Gaydon in early July. I attended both MGF20 in 2015 and MGF25 which should have been held in 2020 however lockdown got in the way and was held a year later in 2021. Both were fantastic days and the opportunity to meet up with other F and TF owners from all over the UK was amazing.

I know that Martin has once again put a full calendar together for plenty of events over the next few months. If you want to attend something, just let him know.

July Mid Monthly

THE ROCKINGHAM ARMS

Canada Road, West Wellow, Romsey, SO51 6DE

https://www.rockinghamarms.co.uk/

Tel: 01794 324798 – please remember to book if you want to eat there.

If you have booked for the picnic and gathering at Athelhampton, please let Martin if you want to travel down there together, but please let myself know as I will need to inform Bournemouth & Poole to ensure we have the correct spaces (for pre-booked cars only) on our Club Stand.

We do have a few cars off to Devon in early September for the Tamar MG Club People & Places Run. It does clash with Bristol weekend and the West Sussex South Downs Run.

Finally, I have been asked to put together a small Autumn MG break – I have sent an email out however, if anyone has any suggestions, please let me know and I will do some investigating. Last year we did the Autumn Leaves run with the MG Car Club, rather a wet few days but good fun. September can be good weather!

Fiona

Southampton and New Forest MG Owners Club
Skittles Evening and Car Run

Saturday 31st May saw Club members and visitors from various clubs meet up for a skittles evening at the Huntsman public house in Brockenhurst.

After meeting and greeting everyone and names were entered onto the score board, the bowling began. There was a much needed interval before the second round took place.







Gentleman winner was Peter from Surrey, Ladies winner was Linda Taylor from S&NFMGOC.

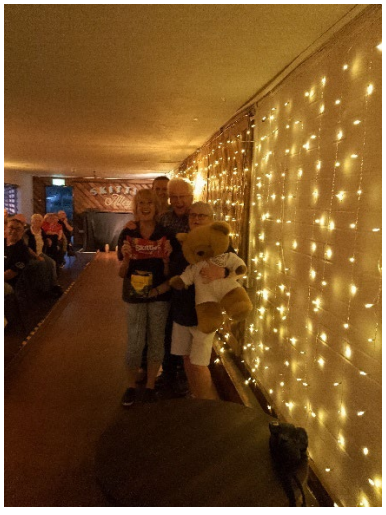




The wooden spoons for the lowest scores went to Keith Parkins and Valerie Laurant from S&NFMGOC. The Team prize went to S&NFMOC.







We would like to thank everyone for taking part in the Skittles evening. I am sure you will all agree it was a fun evening and a chance to catch up with friends.

Please see our website for many more photos of everyone taking a turn at bowling.

https://www.1009mg.org.uk/2025-photos/

Sunday 1st June
S&NFMGOC 25th Anniversary Car Run



It was a beautiful sunny day for the start of our 25th Anniversary car run from Exbury Club. Marshalls were in place early, along with the Registration Team, the Raffle table, Hampshire Hamper, and the auto jumble, everyone looking resplendant in their Anniversy club polo shirts. Exbury club staff were on hand behind the bar to serve teas and coffee and the outside BBQ managed to keep the supply of bacon and sausaage baps flowing. There were plenty of places for entrants to sit down and look at their run book and get their bearings. Our two chosen charities set up their table outside, along with one of our sponsors, Discount MG Rover Spares who bought along 4 of their own cars.

Overall there were 150 entrants, 24 visiting Clubs, 41 MG B Roadsters, 29 MGB GT's and 29 MG TF's and many other models.

Once the cars were waived off, the team set about erecting gazeboes outside for the raffle table and the auto jumble and the band. Martin Charles set off to a chosen area along the route, to take photos of the cars as they passed him. These photos are on the club website.

Upon return the cars were marshalled back into the field and the Judging team made their way round picking a car for each category. Our Area Secretary, Fiona, then announced each category winner and the trophies were handed out by Karen from Acorn Industrial Services Ltd, Max and Scott from Discount MG Rover Spares, our two sponsors and representatives from our nominated charities Parkinsons New Forest and The Minstead Trust











The winners of the Hampshire Hamper from Winchester Club















And to end the day a Club Members broke down and had to be push started





S&NFMGOC, Runs, Shows and Events 2025

Martin Charles.

Hi Everyone,

What a glorious summer, so far, we had a very successful New Forest Run, and I attended Armed Forces Day, although again it was a fantastic Show, the classic car section was somewhat disappointing this year with only about 60 cars?

We have the following events in July,

Sunday 6th July – MGF 30, British Motor Museum, Gaydon. It appears to be just Fiona and I going.

Sunday 13th July – Bransgore New Forest Car Show, I know several members booked, but nobody has volunteered to co-ordinate.

Wednesday 16th – Mid-Monthly meet, Rockingham Arms, Canada Road, West Wellow, SO51 6DE, The Rockingham Arms | RedCat Pub Company Pub, Romsey , extensive menu for those who want to eat

Thursday 17th – Breakfast Run, Steffs Kitchen, Beaulieu – Fully booked, there are no spare places

Looking ahead into August

Sunday 10th August, MG Garden Party & Picnic, Athelhampton House, Puddletown, Dorset, DT2 7LG, Bournemouth MGOC annual gathering, **IMPORTANT, if you have booked a place and haven't let me know please do. We must inform Bournemouth how many cars are coming so they can allocate a space big enough. So also, please note if you turn up and haven't informed us you are coming you will not get a space on the club stand, you will have to park in the general MG area.**

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!

Thursday 14th August – Breakfast Run, The Potting Shed, Hyde, Fordingbridge, SO6 2QB, if you would like to attend, please e-mail Linda Taylor at ltaylor48@btinternet.com
So, whatever you are up to this month, enjoy and drive safely.

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

Events calendar is now available on our website at:
https://www.1009mg.org.uk/runs-events-2025/

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

Abingdon Works Centre
Covers Oxfordshire, Buckinghamshire, Berkshire and Hampshire
Website: www.mgccawc.co.uk



Sunday 6th July 2025
10:00 - 16:00

mgf 30

British Motor Museum, Gaydon

Celebrating 30 years of the MGF
More details coming soon

A Couple of Summer Cocktails

By Christine Parkins

Dodge Special

This cocktail comes from a book published in 1927 in New York during the American prohibition.



50 ml gin
30 ml Cointreau
5 ml grape juice
twist of grapefruit to serve

Put the 3 main ingredients into a cocktail shaker. Add ice and shake until it is well chilled. Strain into a coupe or cocktail glass. Add a twist of grapefruit to serve.

Chrysler Imperial Fizz

Another cocktail from the Prohibition period. This one was very popular with the upper class and enjoyed at many high society events.



30 ml scotch
15 ml white rum
15 ml lemon juice
Soda water
Lemon slice and cherry to serve

Put the scotch, white rum and lemon juice in a shaker, add ice and shake well. You should get a fluffy, foamy head (on the drink!) Strain into a highball glass over ice cubes. Top up the glass with soda water. Stir and decorate with a slice of lemon and a cherry.

Concepts and Prototypes : MGF XPower 500 (2001)

Sent in by Eric Moore

The MG*F* XPower 500 was MG Rover's most radical design statement of the early 2000s – a racy one-off built to showcase the firm's rekindled motor sport spirit.

Keith Adams tells the story of this dramatic prototype – a design born out of ambition, and a tantalising glimpse of what MG might have become.





When the MG*F* XPower 500 broke cover at Le Mans in June 2001, nobody quite expected it. The firm had just relaunched the MG brand with the ZR, ZS and ZT range – warmed-over Rovers with added attitude – but the XPower 500 was something else entirely.

Mid-engined and rear-wheel drive like the production MG*F*, it shared little else with the soft-edged roadster on sale in showrooms. Gone were the friendly face and modest power – in came a screaming four-cylinder 500bhp XP-20 development engine from the MG Lola EX257 Le Mans prototype racer and a widened, lowered body with serious motor sport presence.

This was a concept with teeth. It wasn't built for the road – and never would be – but it proved that MG Rover still knew how to dream big.

Designed with racing intent

The MG*F* XPower 500 was penned by Peter Stevens, whose CV already included the McLaren F1 and Lotus Esprit facelift. His goal here wasn't to deliver a production-

ready evolution of the MG*F* – it was to grab headlines, signal intent and showcase the design and engineering talent still working at Longbridge.

‘It was always a bit of fun,’ Stevens later said. ‘We’d done a lot of racing with the MG-Lola programme, and we wanted to remind people that there was a serious motor sport story to MG. So the idea of dropping a Le Mans engine into an MG*F* shell felt like the perfect “why not?” moment. And it worked. It was exciting, raw and surprisingly well balanced given the power.’

Rob Oldaker, MG Rover’s Product Development Director was typically punchy: ‘The MG*F* XPower 500 is proof that MG will be sensational and outrageous, and this is only the beginning. It can also compete with the best in the highest echelons of the performance car scene. MG is a fast-moving bold brand with an appetite to thrill.’

The finished car looked every inch the track weapon. The stance was lower and wider; the bodywork was extensively reworked to accommodate huge wheels and radiators and new air intakes hinted at the racing engine lurking beneath the rear deck. There was no boot, no hood mechanism – this was a design focused purely on performance.

Inside, the changes were just as extreme. The stripped-out cabin featured race harnesses, a roll cage and functional instrumentation. It was raw but real – not a motor show mock-up, but a fully working prototype that could (and did) move under its own power.

Technical highlights: engineering the beast

Although the MG*F* XPower 500’s appearance was radically different from the standard car, its core structure remained recognisably MG*F*. The transformation was achieved not by ripping everything up, but by evolving and fortifying what was already there.

The bodyshell was seam welded throughout to improve rigidity, and a fully integrated roll cage was added – essential given the performance on offer. The existing MG*F* subframes were reworked to accept the Le Mans engine, a major feat of packaging given the engine’s racing pedigree and vastly different footprint from the standard K-Series engine.

To cope with the tripling of power output, the chassis was comprehensively re-engineered. The front track was widened by 100mm and the rear by 150mm – giving the car a much more planted, squat stance. Tyres grew wider to match: 225/35 R17 at the front and massive 265/35 R17 rubber at the rear, mounted on bespoke MG multi-spoke alloy wheels. Behind those wheels sat four-pot AP Racing brake calipers, providing stopping power to match the searing acceleration.

Why it mattered – and why it never stood a chance

The MG*F* XPower 500 may have been built for drama, but it had a job to do. It was designed to underpin the credibility of MG Rover’s new XPower performance brand – a halo project that lent authenticity to the lightly warmed-over Z-cars and hinted at a bigger future. It also previewed the revised front-end styling of the upcoming MG *TF.*

There was some internal discussion about productionising something based on it. Not a 500bhp Le Mans-engined roadster, obviously, but perhaps a version using a highly tuned K-Series engine.

However, these ideas never got far. The MG*F* platform would prove too tricky to re-engineer for more power, and MG Rover had other priorities. The XPower 500 became a one-off: shown in-house, photographed by a handful of magazines and then quietly retired to the Longbridge skunkworks.

An unfulfilled promise

Seen today, the MG*F* XPower 500 is all-but forgotten. It wasn't a road car, wasn't a show car in the conventional sense and wasn't really a racing car either. But it was a bold gesture – one that said MG could still be daring, dramatic and desirable.

Alongside the later Rover 75 Coupe and MG TF Coupe, it sits in that frustrating category of MG Rover 'what ifs' – cars that showed what was possible if only the company had more time, more money or a bigger market. It's a shame it wasn't enough to attract a Joint Venture partner into the fold.

As a design, it stands as one of Peter Stevens' more audacious works – a fusion of motor sport aggression and road car packaging that doesn't quite resemble anything else. As a symbol, it was pure defiance: MG Rover showing it still had muscle, even as its financial future grew ever more uncertain.



Bluebird at the Ruskin Museum
Coniston, Lake District

By Fiona and Yvonne



Speed Ace Donald Campbell

(excerpt from the Ruskin Museum)

Born in 1921, the Speed Ace Donald Campbell was Britain's blue-eyed boy of World Water Speed Record-breaking in the 1950s. His matinee idol looks brought glamour to the grey years of post-War austerity. His Bluebird K7 encapsulated the technological promise of the Festival of Britain. And between 1955 and 1959 he broke the outright World Water Speed Record on six separate occasions, four of them on Coniston Water. These were the golden years, when Fortune smiled on him.

In the 1960s, he turned his attention to the World Land Speed Record, once monopolised by his father, Sir Malcolm Campbell. In 1960 he had a disastrous crash at Utah which had a permanent effect on his physical and mental health.

The Double

It was 1964, in Australia, before he was able to make another – and this time successful – run, which he followed by raising the World Water Speed Record to 276.33 mph on Lake Dumbleyung in Western Australia, on the very last day of the year. He may have cut it fine, but he remains the only person to have broken both the World Land and World Water Speed Records in the same year. The achievement is unlikely to be equalled.

1964 should have been his annus mirabilis, but, somehow, his unique and inimitable double success was never registered by the British public.

The press had turned against him, finding land and water speed records distinctly passe now Man was in space. And, anyway, the Americans had gone much faster on land in rocket-powered vehicles, even if they weren't wheel-driven: the rules were too old-fashioned, too nonsensical. Campbell was an anachronism

Bluebird K7 – One Last Time

He didn't believe that. He was determined to play the Americans at their own game by developing a supersonic, rocket-powered but wheel-driven car, which would not only take the World Land Speed Record to a new level but also demonstrate that British technology and expertise remained unbeatable. To raise the necessary sponsorship and financial backing, he decided to use his trusty old war-horse, Bluebird K7, one last time, to take the World Water Speed Record past 300 mph.

In spite of warnings from the ever faithful and indispensable Leo Villa, engineer and mechanic extraordinaire – that he must remember that K7 was already eleven years old, that she had been designed for an ultimate top speed of 250 mph and that she had broken an unheard-of seven World Records to date Donald Campbell resolved to return again to Coniston, the scene of so many past triumphs.

Bluebird K7 – The Final Run

He came in November 1966. He brought a re-engined K7, more powerful on paper, theoretically capable of 300 mph on water. Technical problems with the boat and the terrible weather led some people to believe there was a jinx on him. The press lost patience, preferred to insinuate that he had lost his nerve, rather than admit they were tired of being cold and wet, and sadistically racked up the pressure. Campbell found hidden depths of moral courage. And the rest, as they say, is history.

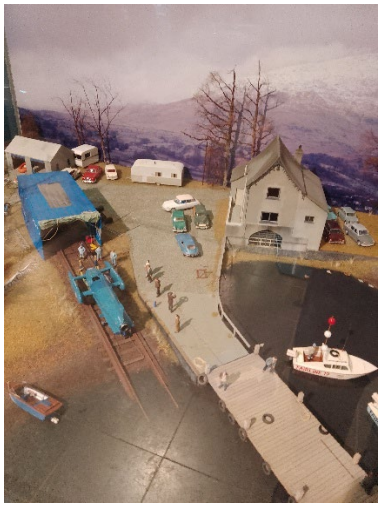
The footage of the crash is one of the most iconic and easily recognised film sequences of the 20th century. On 4 January 1967, Donald Campbell and Bluebird K7 were catapulted into legend. The Speed Ace died in the sublimely tragic manner of the hero of a Greek drama, or of an Icelandic saga, and instantaneously joined that select band of folk heroes which includes Captain Scott and Sir Edmund Hillary, who set out to achieve the seemingly impossible.



Picture courtesy of Fiona

On a visit to the Lake District in June, we decided to go to the Ruskin Museum and visit the Bluebird Wing. The exhibits are amazing and there is an air of “respect” for Donald’s achievements. There are many cabinets filled with memorabilia and interesting facts along with a video of the Bluebird story.

The following picture is of the model of Pier Cottage where Bluebird was launched and Pier Cottage today complete with the rails into Coniston.





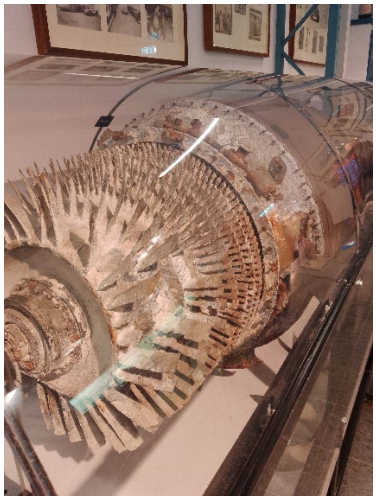


Bluebird engine compartment

Engine

Overalls and Mr. Whoppit











Crumpled housing

What was in the housing



Recovered housing



Bluebird returning to Coniston

Memories by Fiona

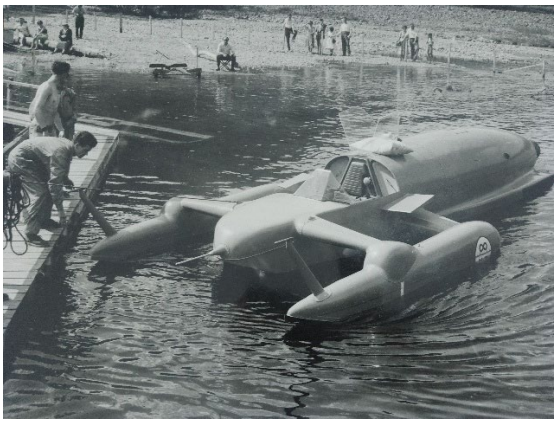
In the early 1960s my Uncle and Aunt purchased Pier Cottage on the edge of Lake Coniston as a family home. Little did we know at that time that it would become a famous location.

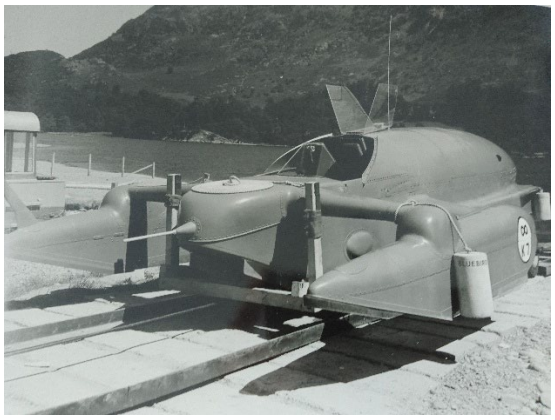
I spent a lot of time there and was fortunate to be able to have the opportunity to sail many different little boats there, using the same pier and landing that Donald Campbell used during his time with Bluebird. The photographs below are some taken during the build up to and on the day of the attempt to achieve the speed record.

My Cousin still lives at Pier Cottage. The National Trusts Steam Yacht Gondola moors up on the jetty each night and during the winter months comes out of the water on the same rails that Bluebird was launched from.





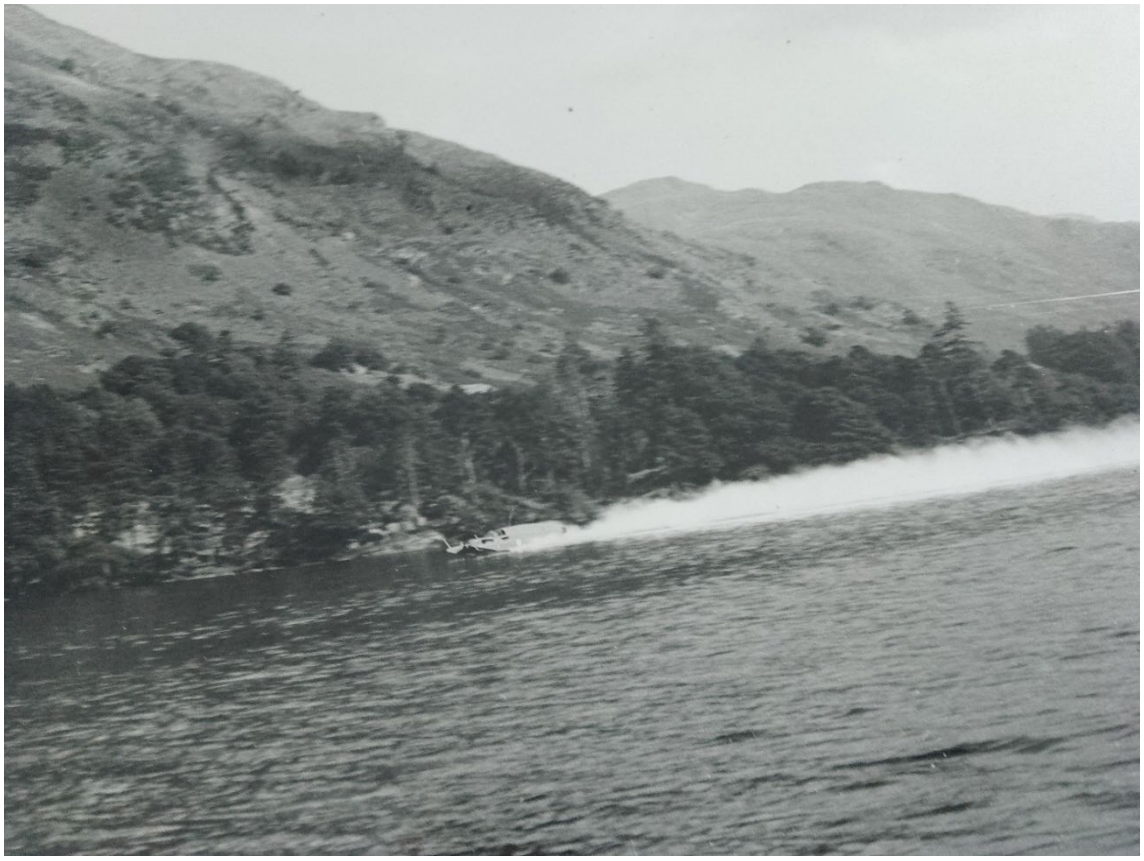
















BREAKFAST RUN

Organiser - Linda Taylor

THE POTTING SHED, HYDE, FORDINGBRIDGE
SP6 2QB

THURSDAY 14th AUGUST

Places are still available

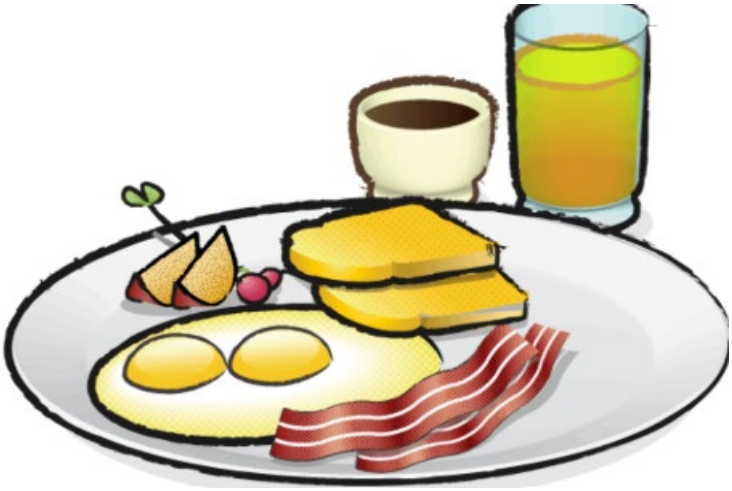
Several of us have been here for breakfast & found good food, they also serve plant based food, locally sourced, friendly staff, plenty of parking, dog friendly, they also sell their own veg etc., check out the menu on their website;

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



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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