Southampton and New Forest, MGOC

Newsletter
September 2025

What's 25 in 25?



Area: 1009 ***Issue Number: 330***

Website: 1009MG.org.uk

History
Bankside Power Station



The Turbine Hall



Panoramic view from Tate Modern balcony

After sharing the Millbank site with Tate Britain for many decades, since 2000 Tate Modern has occupied the converted former Bankside Power Station. This was originally designed by Sir Giles Gilbert Scott, the architect of Battersea Power Station, and built in two stages between 1947 and 1963. It is directly across the river from St Paul's Cathedral. The power station closed in 1981.

Prior to redevelopment, the power station was a 200 m (660 ft) long, steel framed, brick clad building with a substantial central chimney standing 99 m (325 ft). The structure was roughly divided into three main areas each running east–west – the huge main Turbine Hall in the centre, with the boiler house to the north and the switch house to the south.

Initial redevelopment

For many years after closure Bankside Power Station was at risk of being demolished by developers. Many people campaigned for the building to be saved and put forward suggestions for possible new uses. An application to list the building was refused. In April 1994 the Tate Gallery announced that Bankside would be the home for the new Tate Modern. In July of the same year, an international competition was launched to select an architect for the new gallery. Jacques Herzog and Pierre de Meuron of Herzog & de Meuron were announced as the winning architects in January 1995. The £134 million conversion to the Tate Modern started in June 1995 and was completed in January 2000.

The most obvious external change was the two-story glass extension on one half of the roof. Much of the original internal structure remained, including the cavernous main turbine hall, which retained the overhead travelling crane. An electrical substation, taking up the Switch House in the southern third of the building, remained on-site and owned by the French power company EDF Energy while Tate took over the northern Boiler House for Tate Modern's main exhibition spaces.

Opening and initial reception

Tate Modern was opened by the Queen on 11 May 2000.

Tate Modern received 5.25 million visitors in its first year. The previous year the three existing Tate galleries had received 2.5 million visitors combined.

Editor's Notes



Hello Everyone

Welcome to our September newsletter.

I hope you are enjoying the Whats 25 in 25 section. Where does the time go, its quite scary.

We started the month with the cheque handover to the two chosen charities for the New Forest Run. The surprise on Lesley and Martins' faces once they were told the amount was a wonder.

Once again there were lots of events going on in August and I would like to thank all the members who sent in more articles for the newsletter. Your support is greatly apprecaite and makes my life easier.

I hope you like Reggie's new idea and please send your photos in for future editions. You never know there might be a prize for best caption.

Please see the article regarding the Christmas Dinner and Dance from Jane and Paul. There are places still available, BOOK NOW. The Dinner and Dance is a great opportunity to get together and start the Christmas Season.

On Saturday 30th August a number of club members turned up to support the Discount MG Rover Spares guys at Gang Warily. Martin and myself had a chat with Scott and Max and told them we would compile an article in the October Neewsletter about the event.

Dudley Broom's MG BGT is still for sale. Please see S&NF wesite for details.

Have a great September and hope you all dodge the rain for any events you attend.

Yvonne



Secretary's Scribbles

August came with some rather good weather – thank goodness. We did manage to get out and about – thank you to Linda, Nick, Lorraine & Ray for a lovely breakfast run on the 14th – you tested my navigating skills as I was still not able to drive at that time.

Athelhampton did not disappoint and thank you to Chris and his team at Bournemouth & Poole for a well organised day. A very warm day too and some rather serious picnics!

With not being able to drive, I did miss out on some events during August however, I will be heading down to Devon for the Tamar Valley – People & Places Run early September.

I was sad to learn about the passing of a former Member of the Club – John Quantick. Both he and Maddie were great fun and often seen out in their silver TF at Club events.

Over the last few weeks, with my other cap on, as Webmaster I have updated our site and added new pages and phots – please take a look: https://www.1009mg.org.uk/

Fiona

Torque with Reggie



Hi Everyone

I hope you are all ok and enjoying trips out in your cars. As I have not had any articles about car maintenance I thought I would offer something fun and different this month.

Photo Caption Competition



Please send your answers to the Editor. Nothing too rude please!!!! If anyone has photos for this seciton, please sent them in to

editor@1009mg.org.uk

Newbury Classic Car Show, 3rd August 2025

By Martin Charles

On the 3rd of August Compo (Mike, Austin 1300), Clegg (Bob, Triumph TR7) and Foggy (Me, TF Sprint) set off for our first time at this event. Held at Newbury Show Ground, it is very easy to access from the A34 at the M4 junction and well signposted. Run by the West Berkshire Classic Vehicle Club, it has been held annually since 1999, with the exception of 2020. They raise money for a nominated charity this year, Blood Cancer UK and since 1999 they have raised nearly £350,000 for the charities they've supported. There is no booking, just turn up in your car from 08:00, give a donation for the charity, you are asked if you are an individual exhibitor or a car club and you are then directed to the relevant spot on the show ground.









We had a great day, despite some light rain around lunch time, it is a massive site and there was plenty of room for more exhibitors, but it was thought the weather forecast had put some off attending. Besides the exhibitors, there are all sorts of trade stands, autojumblers (we picked up a couple of bargains) and a separate food court area, including a marquee with live music. I think this one is a must for next year's calendar, it is so easy to attend, I'll we need to know is roughly how many of you want to come. I can then pitch up early, tell them club stand area and set up with enough space to accommodate us all. So, keep your eyes peeled next year for the announcement!

Club Night 6th August
Charity Cheque Handover

Plenty of Club members turned out on Club night, looking resplendent in their Silver 25th Anniversary polo shirts, for the cheque handover to our two nominated charities for the New Forest Run.

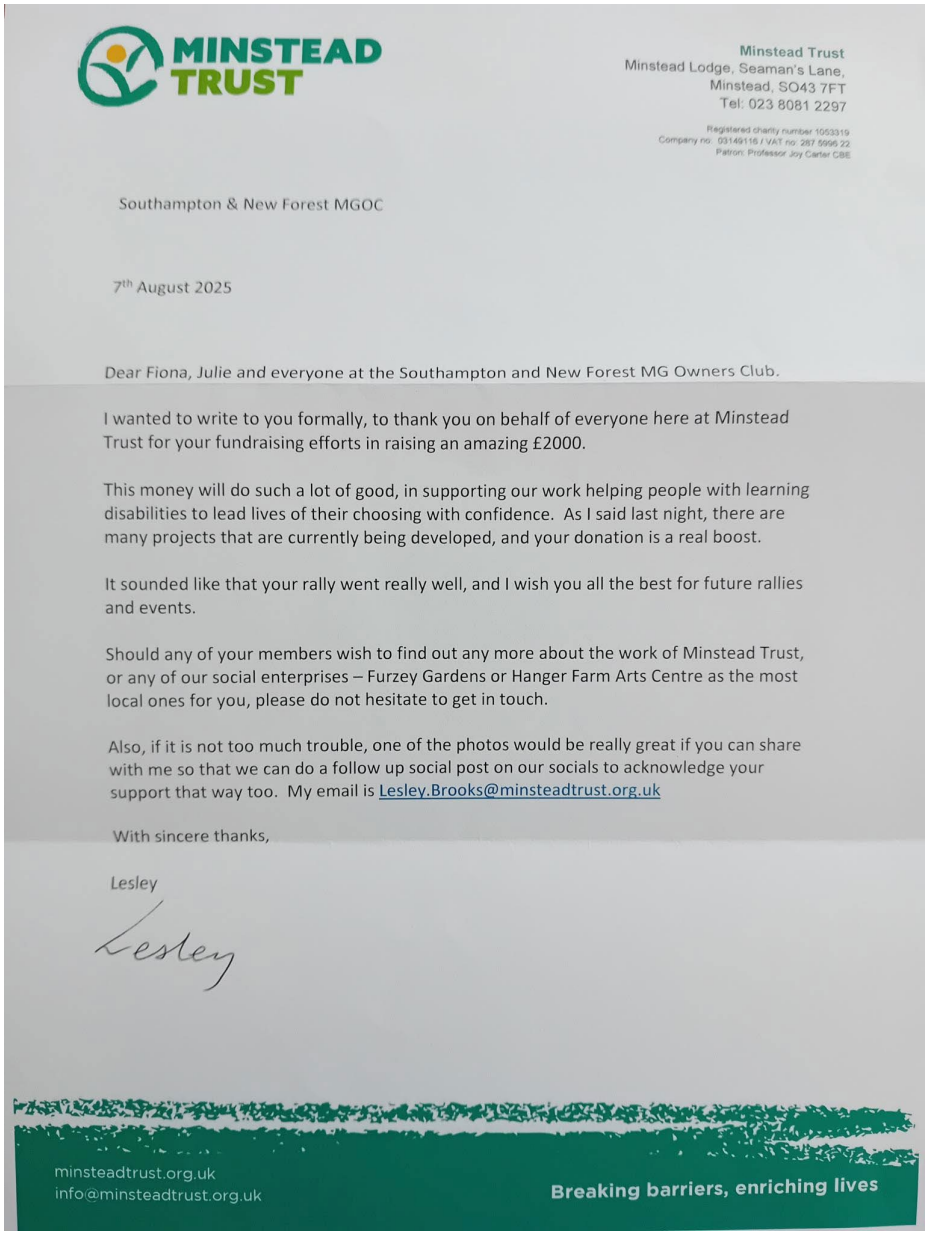
Fiona asked Ruth to present the cheque to Lesley representing Minstead Trust and Eric to present the cheque to Martin Hall-Patch representing Parksinsons New Forest. They both showed utter surprise upon receiving a cheque to the value of £2000 each. Both Lesley and Martin thanked the Club for such a generous gift and explained that they could continue to do so much good in the local community. A resounding round of applause was given to each Lesley and Martin.







The following letters was received from Lesley from the Minstead Trust.



MINSTEAD TRUST

Minstead Trust
Minstead Lodge, Seaman's Lane,
Minstead, SO43 7FT
Tel: 023 8081 2297

Registered charity number 1053319
Company no. 03149116 / VAT no: 287 5996 22
Patron: Professor Joy Carter CBE

Southampton & New Forest MGOC

7th August 2025

Dear Fiona, Julie and everyone at the Southampton and New Forest MG Owners Club.

I wanted to write to you formally, to thank you on behalf of everyone here at Minstead Trust for your fundraising efforts in raising an amazing £2000.

This money will do such a lot of good, in supporting our work helping people with learning disabilities to lead lives of their choosing with confidence. As I said last night, there are many projects that are currently being developed, and your donation is a real boost.

It sounded like that your rally went really well, and I wish you all the best for future rallies and events.

Should any of your members wish to find out any more about the work of Minstead Trust, or any of our social enterprises – Furzey Gardens or Hanger Farm Arts Centre as the most local ones for you, please do not hesitate to get in touch.

Also, if it is not too much trouble, one of the photos would be really great if you can share with me so that we can do a follow up social post on our socials to acknowledge your support that way too. My email is Lesley.Brooks@minsteadtrust.org.uk

With sincere thanks,

Lesley

Lesley

Athelhampton House

10th August

The 10th August was a beautiful sunny day and a number of cars met at the Furlong Car Park in Ringwood to travel together to Athelhampton House. Needless to say, we arrived in dribs and drabs. Also a few club members made their own way there. We were welcomed by members of Bournemouth and Poole Club and were given a goody bag and marshalled to our stand. We had our own Club stand and were represented by 10 cars.

We all gathered by the club stand and set out our chairs and picnic tables. There were many stalls set out and the house and gardens to visit.



















There were an abundance of cars for the chaps to loook round and admire. The house has an amazing history and the gardens were looking their best. The bar and café area were busy with everyone having coffee and cake. The shop also sold various local products, including Dorset Blue Vinney cheese. A favourite of Fionas.

It was another great day and the weather was an absolute bonus.

BREAKFAST & RUN ON THURSDAY

14th August 2025

Organised by Linda Taylor

We had googled, looking for different places to go for breakfast, & it came up with the Potting Shed at Hyde, near Fordingbridge. It had really good reviews, so the 4 of us went & tried it, had a great breakfast, with good menu choices, nice garden/covered area, lovely owners & other things to see on site, so we decided on a date & booked it.

Ray & Lorraine did a proposed route for the run afterwards, as we knew the area well, we tested the route several times, each time a different road was closed with roadworks, but eventually got it done & typed up.

23 people booked & pre-ordered menu choices & drinks, on the day it was lovely weather so we ate out in the garden, which was great, we had an early start so the staff could serve us before other customers started arriving. Food was very good & hot, staff attentive.













Ray & Lorraine took the lead for the run, & Nick & I tail end-charlie, luckily no roadworks, & saw lots of animals on route, including baby piglets & baby donkeys, we stopped at Stoney Cross for an ice cream, & the route was so that people could peel off if wanted, the 4 of us stopped at Bolderwood car park for a comfort stop, where the Red Arrows flew over off to a display, so a lovely ending to a great morning.





Thank you to everyone who attended, making it a successful event, with all the lovely comments. The Awesome Foursome are already thinking of the next breakfast/run.

Our thanks also go to Nick, Lorraine and Ray who supported Linda in this endeavour.

August Mid Monthly – White Hart, Cadnam
21st August

Organised by Kim and Kevin Wassell

We chose The White Hart – Cadnam for the August Mid-monthly meet up as we thought it was a good central location for most people, had lots of parking and they offered us a separate area which is the garden room for our members which looks great. It is a traditional pub with a large bar area and lots of different areas and garden to eat and drink.

Seven members booked to eat and we met at the pub around 6pm, the choice of food and drink was good, and the service and meals enjoyed. Our other members arrived after 7pm, and it was a very enjoyable evening. It was lovely to see Elizabeth, one of our new members.

Many thanks to Chris for taking the photos, and lovely to chat to everyone, thank you all for supporting the evening.









A little bit of ‘history’ or maybe myth!!, of the pub name - The White Hart

The Legend of the White Hart – A hart is a male deer or stag, but the white hart took on a mythical quality through its association with Herne the Hunter. Herne worked for Richard II in Windsor forest, but was fatally injured while defending the king against a cornered white stag. Richard II subsequently adopted the White Hart as his crest.

Heraldically, the Hart symbolises peace and harmony, the White denoting purity. In 1389 Richard II passed an act making it compulsory for pubs and inns to have a sign outside in order to identify them with the official Ale Taster, consequently a great many pubs were named The White Hart, after Richard II heraldic emblem.

GOODWOOD BREAKFAST MEETING

By Ivor Binns

At the beginning of August, I went to Goodwood for their Classic Car Breakfast meeting. These are always popular, and you do have to book online but are free. You put forward the details of your cat and it’s potluck if your car inside the circuit. my “B” has been accepted 3 times. The last time was when they celebrated 100 years of MG and MG took over no1 paddock.

They usually feature one or two makes or models.

This event featured Alpha Romeo and Rolls Royce Silver Clouds.
It’s always well attended.





It’s not surprising that you will always find MGB’s present as there are more MGB’s owned by Members of the GRRC than any other car.
This was a nice final edition GT



Fast Fords are always popular and increasing in value. This was a very nice 2.8 Capri. I had two of these as company cars, but sadly only 1600cc.



Not one but two rare Sunbeam Lotus models.













Christmas Dinner and Dance

From Jane and Paul Wallaker

As Autumn approaches, it seems timely to remind you all about our upcoming Christmas event at The Marsham Court Hotel in Bournemouth. This will be a new venue for us, but we are keeping to the format we have enjoyed in previous years.





We will gather for drinks and conversation in our Christmas jumper's mid afternoon. We will meet again for our 3-course festive evening meal and the disco. All this is in our own private room.





If you have not already booked, what are you waiting for?

Come and join us, all welcome! Cost per person for the dinner dance is £47 and you can secure your place with a £20 deposit, payable by BACs as below:

Account name: Southampton and New Forest MG Club
Sort code: 30-96-26
Account number: 58774560
Ref: Xmas Pty 25/surname
The remaining balance will be due in early November.



The hotel offers double or single rooms with breakfast at a special party rate: £94 for a double room or £79 for sole occupancy of a double including breakfast. A sea view is available for a double or single room for an additional £20 supplement. **Rooms must be booked directly with the hotel on 01202 552111, making reference to the Christmas party rate agreed for Southampton & New Forest MG club.** The hotel will take a £20 deposit, and the balance is taken on arrival. Please note, rooms can be cancelled up to 48 hours prior to arrival but the deposit is ***NON REFUNDABLE.***
We look forward to seeing you there.

S&NFMGOC, Runs, Shows and Events For September

By Martin Charles

Hi Everyone,

As summer draws to aclose and autumn approaches things are winding down now and the opportunities for us to attend events as a group are very limited after September.

Coming up in September we have :

Wednesday 3rd – Normal club night at Walhampton Arms, Lymington

Saturday 6th and Sunday 7th – Beaulieu International Autojumble, NMM, Beaulieu – Perhaps the place to get that illusive part! Massive event, but prices have become ever steeper over the years, but if you enjoy a barter it's worth ago. Normal museum admission prices apply to get in though.

Sunday 7th – Tamer Run starting in the West Country, there are group of 5 cars, 10 members travelling down for this, so hopefully an interesting write up of their adventure in October Newsletter.

Sunday 14th – Pride and Joy Meet, Exbury Club from 10:30. Only for vehicles registered before year 2000 now. Free event with all the usual club facilities, bar, breakfast, burger and hot dog rolls, tea, coffee and cakes. This is the penultimate meet of the year at Exbury, the last will be the Christmas meet.

Wednesday 17th – Mid-monthly night at The Sir Walter Tyrell, Brook, SO43 7HD. Co-ordinator for this is Ray Lock. Ray has organised a Fish & Chip Supper (Gluten free option available on request) for 6:30PM if you would like to eat, cost £18.00pp. So please e-mail Ray at rayelock43@gmail. with your order by Tuesday **2nd September.**

That's it from me for now, I'm off on a two break away now, but whatever you're doing in your MG this coming month, please enjoy.

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

The cars: MG RV8 (Project Adder) inside story

Kevin Jones

Article sent in by Eric Moore

Few cars capture the spirit of MG's revival in the early 1990s quite like the RV8. Here, Kevin Jones shares his fascinating personal recollections of how this unique sports car helped reignite the MG brand – and even played a part in shaping Rover's future.

MG RV8: How Rover's retro roadster reignited MG



The **MG RV8** was as much a product of celebration and collaboration as it was the automotive crossroads of the British motor industry at that time. The Rover Group had been a troubled environment, with Government stewardship and the impending off-loading to BAe under **Sir Graham Day**, whose obvious remit was to pass it on to a possible suitor. The effective brief at that time was to generate company appeal.

As the core Rover model range settled and became more aligned (Mini, Rover 100, 200, 400, the 600 due soon after, and the 800), the previous MG-badged models had vanished. There was a growing appetite to add some brand appeal to spice things up.

Birth of Rover Special Projects (RSP)

Rover Special Projects (RSP) was duly created for this specific purpose, led by four Directors: Steve Schlemmer, Richard Hamblin, David Wiseman and John Stephenson, and located at Gaydon, ideally with the test track on site.

Although the precursor to what became RSP was **Project Jay**, the accelerated development from the original Range Rover into Discovery, the Board approved the creation of this operation in 1990. Ultimately, it fell under the responsibility of Sales and Marketing Director Kevin Morley, while RSP was led by Schlemmer, Hamblin, Wiseman and Stephenson, headquartered in a Portakabin at Gaydon. It was the perfect place for a product think tank turning ideas into reality.



The first project I recall was the fuel-injected **Mini Cooper 1.3i**, with the initial 500 RSP models (above) identified by their 'John Cooper autographed' bonnet stripes. When asked for his permission to authenticate this limited edition, John actually assumed he was going to have to write them by hand, such was his big-hearted way. It was a modest but significant start, really just a toe-in-the-water exercise, as much larger projects were to follow.

These took core products and, inspired by the diversity offered by class-leading brands like BMW and Mercedes-Benz, expanded the broad appeal of all models by offering them in various body styles. Project Tracer was a cabriolet version of the **Rover 200 (R8)**, Tomcat was the 200 Coupe and TEX the 400 Tourer, each with unique characteristics. Others included the first versions of the 220 GTi three-door, the **MG Maestro Turbo** and **Rover 820 Turbo**.



From Project Adder to MG RV8

For the otherwise dormant MG brand, and with knowledge of the **MG*F*** in development for the looming future (in 1995), it was necessary to reawaken the MG brand, to restart it respecting the past, but with excitement for the future.

Project Adder was another significant RSP project born from a crossroads of power play and great opportunity. It brought together a portfolio of requirements and was named as a tongue-in-cheek nod to the British AC Cobra for inspiration. It largely drew upon British Motor Heritage (BMH)'s increasing business expansion plan of making 'new for old' bodies. When BMH proposed building complete classic cars, the Rover Group Board took umbrage and took control to ensure that their remit – to build complete cars, not BMH – was protected.



Developing the RV8: Power and presence

In development, the RV8 was easily disguised, given the presence of other V8 MGs already on British roads. It harnessed the latest 3.9-litre **Rover (now Land Rover) V8,** a strengthened MGB body (with bespoke exhaust protrusions) and a rear axle with anti-tramp bars that transformed it into a well-managed brute. It was not your flimsy TVR lightweight either but ironically illuminated with 911 headlamps as a modernised nod to pedigree sports cars.

Testing was fun. I specifically remember a mixed-product convoy speeding (as you could then) down the Fosse Way, with changeovers in hidden lay-bys. On one occasion, Alex Stephenson, then head of Powertrain and brother of Phoenix Four's Nick, dropped the clutch on a prototype to test the anti-tramp axle. He confirmed it definitely had the capability to lay down the power to the tarmac, duly leaving a pair of perfectly uninterrupted stripes behind it. It was impressively solid and tractable if driven so.

The big reveal at the NEC

The internal and dealer community reveal event that launched the new products at the Birmingham NEC included the pretty three-door Rover 200 GTi for Rover, but concluded with a reprisal for MG. A Le Mans Green MG RV8 was revealed on a rotating turntable.

The audience was very excited about the impending product portfolio, the like of which I don't think has ever been bettered. Rover Group was now considered much more interesting, and this was the moment that most likely cemented BMW's interest in the company, with the arrival of the **Rover 600** being their confirmation of impending acquisition.





Building the RV8 at Cowley

The bespoke production facility at Cowley was compact and purposeful. Like MGs made previously there and at Abingdon, it gave the RV8 the hand-built, non-automated production cachet it needed.

In order to make the RV8 viable, it was necessary to position it at a high price of £26,500. To justify this, it was proposed not merely as another car of that value, but as a luxury purchase, something one might acquire with disposable assets otherwise spent on a boat, a piece of art, or some casual passion being pursued. The RV8 was not a **TVR competitor as such**, but rather a product of difference: less brash, more burble, to be seen in while surrounded by opulent décor like high-end wood and leather.

Driving the MG RV8: Memories on the road

When it came to the press reveal photography, we took a Range Rover and trailer off to Wales. Spiritually, I believed Rover to be the English brand, Land Rover for Scotland, and the Mini for Ireland with Paddy Hopkirk in mind. It was a joy to photograph the RV8, and the imagery reflected that. When we arrived at our hotel in Betws-y-Coed, the first question the receptionist asked was, 'What's in the trailer – the new MG?' We could hardly keep a straight face, for if only they knew!

The first assessment was carried out by Eric Dymock, then motoring correspondent for the *Sunday Times*. I delivered the Nightfire Red K12 MGR (below) to him, taking great care as I sped gracefully down the Fosse Way to present it. This car and a few others – Caribbean Blue K13 MGR, Platinum Gold K15 MGR and Le Mans Green K16 MGR – were used for a series of touring launch locations.





It was thanks to the Woodcote Green K14 MGR featuring on the front page of key MG enthusiast magazines that we believe there was disproportionate interest in Japan, as 64% (which is a big majority) chose that specific colour.

Sales in Japan turned out to be an essential lifeline, given that only 307 cars found UK owners. Most of the rest – some 1583 of the 1982 built between 1992 and 1995, or 75% – went to Japan, where air conditioning was a standard fit. Also, because Japanese regulations stipulated that the brand of the selling agent be identified on the vehicle, Japanese RV8s carried Rover badging on their lower wings.

The RV8's legacy today

Even today, 30 years later, MG RV8s change hands for prices mostly around £20,000–£30,000, which makes their residual value quite incredible and reflects that the market positioning was spot on, given the situation.

I was lucky to have spent a lot of time driving the RV8, whether press or promotional fleet cars. It was hardly a chore, and every mile returned a smile and happy memories – even if it was before the days of wind deflectors to stop your hair turning to straw and your head being numbed by the battering.

So, the RV8 was crucial to the re-emergence of the MG brand and was partially instrumental in the company's acquisition by BMW Group. Few cars can claim to be so important and so perfectly timed for the business's future at that moment.

And finally, it continues to retain a good place in my heart.



The Last of the Summer Cocktails

By Chris Parkins

The BMW

If last month's Silver Mercedes was a little too sweet for you then try this more potent cocktail named after another German car – the BMW.



1 part Bailey's
1 part Malibu coconut rum
1 part rye whiskey
Simple to make, just pour the 3 ingredients into a glass with ice cubes. Stir and then enjoy drinking while your car-enthusiast friends argue over the best German brand car.

Le Mans Cocktail

It's only fitting that one of the longest-lasting and most iconic race events in the world should have a cocktail named after it. Recipes vary a little, as with most cocktails, but I like the sound (and taste) of this one.



1shot Cointreau
1 shot vodka
1tablespoon simple syrup
1 shot orange juice
Soda (or champagne)
Put ice in a cocktail shaker and add all the ingredients except the fizz. Shake to cool the liquid then strain into a chilled cocktail glass. Add the soda and decorate with a slice of lemon. If you can drink Le Mans cocktails for a straight 24 hours, you're a true champion!

Club contacts

AREA SECRETARY Fiona Sommerville mailto:secretary@1009mg.org.uk
TREASURER Keith Parkins mailto:tresurer@1009mg.org.uk
MEMBERSHIP SECRETARY Jon Holt mailto:membership@1009mg.org.uk
NEWSLETTER EDITOR Yvonne Wade mailto:editor@1009mg.org.uk
WEBMASTER Fiona Sommerville mailto:webmaster@1009mg.org.uk
NEW FOREST RUN ENTRIES HANDLER (2026) Eric Moore mailto:nfrun@1009mg.org.uk

Please note that all these roles are volunteers and we are happy to help and offer advice but please contact us before 9pm – *thank you.*