Southampton and New Forest, MGOC

Newsletter
December 2025



Area: 1009 ***Issue Number: 333***

Website: 1009MG.org.uk

Editor's Notes



Hello Everyone

We have had the first cold snap of the year with frosty mornings, and we are fast approaching the Christmas seasons festivities. As I write this, Christmas decorations adorn the shops, and the Christmas music has started, and we are still in November!

During November Fiona and I paid a visit to Mottisfont Abbey in Romsey. Fiona's mum, Pat (Nav No. 1) was a volunteer at the book shop there. It was a beautiful sunny autumnal day and after visiting the house and the cafe for a scone and a coffee, we strolled along the river. Mottisfont had their gallery dedicated to the story of Chitty Chitty Bang Bang. There were drawings on the walls of Chitty's story and a mock-up of the car. Of course, your Editor was strong armed into the car by Fiona!







Pat enjoying a day out in Bertie

Reggie and I would like to take this opportunity, to thank everyone who has sent in articles for the newsletter. We hope you all continue to enjoy the newsletter.

Enjoy your Christmas everyone

Yvonne and Reggie





Secretary's Scribbles

It's me again or should I say, 'it's still me'!!

Following a successful EGM, I'm delighted to share that we've established a clear path forward for our Club. The newly formed Team has already inspired confidence, and I'm optimistic about what we'll achieve together over the next year. Change is inevitable, but I'm grateful to everyone who contributed to shaping our new structure - well done and thank you.

Preparations for our New Forest Run 2026 are progressing well. As tradition dictates, it will take place on the first Sunday in June - mark your calendars for 7th June 2026. We'll start and finish at the Exbury Club, and the pre-run skittles match is set for Saturday night at the Huntsman in Brockenhurst. For further details and entry forms, please visit our website: https://www.1009mg.org.uk/new-forest-run-2026/

As this is the final Newsletter of the year, I want to extend my heartfelt thanks to everyone who has supported me throughout 2025. Some members have truly gone above and beyond, but every single one of you has contributed to our success - thank you all.

Looking ahead, Stephen Dennison, our new Deputy Area Secretary, will host Club Night on 3rd December at the Walhampton Arms. The mid-month gathering is on 17th December, featuring our Christmas Raffle and mince pies at the Waterloo Arms, Lyndhurst hosted by myself and Yvonne. Don your festive jumpers and join us for a cheerful evening - all proceeds will support Parkinson's UK.

And of course, our Christmas Party and Prize Giving returns to Bournemouth on Saturday 13th December. We'll meet in our Christmas jumpers during the afternoon, with black tie or smart attire for the evening meal. I look forward to celebrating with those who have reserved their places.

Finally, I wish you and your loved ones a peaceful Christmas and a Happy New Year.

Fiona

For the 2026 Diary





I was there: MG and the Golden Jubilee

Article by Kevin Jones
Sent in by Eric Moore

When MG decided to mark the Queen's Golden Jubilee, it didn't hold back - think bespoke paint, royal parades and a TF 160 fit for a monarch.

The MG Rover Group was a company fuelled by optimism, bold plans and a fair dash of sheer bloody-mindedness – a perfect breeding ground for ideas both brilliant and bonkers. So, when a letter from an MGB Silver Jubilee owner landed on Kevin Jones' desk suggesting a Golden Jubilee special, it set off a chain of coincidences, calculations and colourful paint pots that would ultimately produce one of the most significant *TFs* ever built. Here's Kevin's account of what happened.

Happenstance: The story of the 1.5-millionth MG



Kevin and Ina Jones at Horse Guards Parade during the Golden Jubilee in 2002

Back in 2002, when I was the Head of Product PR for MG Rover Group, it was an exciting period of time (an understatement) for the company that had for the previous two years been at the very centre of the motoring spotlight. It's MG product range had greatly expanded from the MG*F* to the four-model range ZR, ZS, ZT and TF (the MG*F*'s radical-facelift with sprung suspension and a very neat style makeover) and with the anticipated imminent arrival of a fifth MG with the XPower SV. There was no such thing as a quiet time because the company, keen to build of the excitement for MG, had also embarked on numerous projects, mostly with motor sport – with the ZR in rally and track competition, the ZS into the British Touring Car Championship (BTCC), the ZT (ZT-T) for land speed record-setting at Bonneville and the 2001/2002 Le Mans participation with the MG EX257.

A chance letter

It was around this time that I received a letter from MGB Silver Jubilee owner John Weston-Smith who explained the significance of his car in 1977 and wondered if MG might think of doing something 'similar' for The Queen's Golden Jubilee celebration of her 50-years on the throne.

At first, I must admit, I was a little dismissive but left the idea to fester in my mind as I knew if it was a good idea, other commercial or significant coincidences might make it something to take forward – and, indeed, it took a few coincidences, but they all began to align and make sense for a commemorative one-off celebration…

The first to trigger my interest related to this was when a colleague was tasked to produce an MG poster, primarily to be placed in dealerships to illustrate the diversity and rich history of the MG brand. He wanted some help listing a summary on each model and consulted me.

Some research to do

Fortunately, I had recently purchased Jonathan Wood's excellent MG from A-to-Z book, which is a compelling collection of MG factoids, and contained within the alphabetical listings were the number of key MGs produced plus with other essential information. This caught my interest as I love the details, so I started to assemble a spreadsheet to log and count them. What began to impress me was that the Saloon versions accounted for a considerable third of all MGs, such was their popularity in more-challenging times, and that the iconic sports cars numbers were just short of a million – half of which were with the MGB alone. As the numbers were added-up, by good fortune, I could see that we were about to reach 1.5 million cars – admittedly not the biggest or most significant car production number (but MG beat the Chevrolet Corvette to that chosen number by seven years) and for a relatively-prominent niche manufacturer since 1924, I certainly doubted we could wait for the two-millionth!



A colourful opportunity

Another coincidence was that our recently announced Monogram programme – which permitted customers to select from twenty bespoke colours that included flip paintwork and specials with vivid shades – included a particular one called Jubilee – a Monogram Supertallic in a bronze gold – and it was absolutely perfect for a potential Golden Jubilee celebration car! I duly corresponded with John and promised to keep him posted, while in the meantime put forward a project case to produce a special MG *TF* that would commemorate The Queen's Golden Jubilee and be built at the time of the 1.5-millionth MG, painted in the new Monogram paintwork with Golden Jubilee logos placed to ensure it was the best commemorative and identifiable special MG.

On Tuesday, 16 April 2002, guests (press, MG clubs, local dignitaries, etc.) were invited to the Longbridge production line sign-off bay to witness the moment when the Golden Jubilee MG *TF* 160 was driven off the production line. We had already assigned a number plate – MG02 OTF – which it uniquely had fitted beforehand, and the car was then prepared for a number of promotional events in the lead up to the main event in June that year.



Getting them out there

The first one, of course, was to show the Golden Jubilee MG *TF* to John, at his home, before the two Jubilee MGs set-off for the Woolpack public house in Weston where a large gathering of MG cars had been arranged for their arrival (as pictured).

Another fortunate occurrence of The Queen's Golden Jubilee was that it was to be held in front of Buckingham Palace and be a motorised convoy along The Mall. The 'Glorious Fortieth' event ten year's earlier, which I was also lucky to have attended, had been held at the New Olympia exhibition, indoors and with barely any public in attendance. However, this time the public were an ever-larger part of the celebrations, as for any big royal event.

On Tuesday, 4 June my wife Ina and I set-off early from our home in the Midlands for the pre-assigned rendezvous point at RAF Northolt. When all the cars were in place we were then instructed to drive to North Carriage Drive in Hyde Park, before being led down The Mall on the 'wrong side' of the carriageway to thousands of people waving flags at us was particularly uplifting and we then all parked-up in Horse Guards Parade awaiting our parade moment.



Attending the parade

‘Cars over The Queen’s reign’ convoy organiser Tim Hodgkinson was fortunately an MGB owner, as there was something of a dispute about the running order, as the 1998 Jaguar XJ180 concept car driver wanted to run last. However, I pointed out the convoy was running in date order and that the MG was built for this express purpose and built that year, so I ‘won’… Ironically, as the cars had to go down The Mall two-by-two and there was an odd number of 77 cars, we got to go last and run centrally. When the moment arrived, the excitement was at fever-pitch. I’d brought with me my ‘painting stick pole’ with the Union Flag mounted on it and placed that between the front seat and the bulkhead hoping the Golden Jubilee logos might be spotted. My wife was enthusiastically waving the flag around in elated celebration, sure that when we got home, we’d surely be a feature on the TV. However, and unfortunately, the open-top London bus which was following us was full of ‘iconic period celebrities’, so you can guess where the camera went…

Nonetheless, driving such a significant MG car down The Mall on this unique and special occasion was a very proud moment, personally and in my MG capacity, and one we’ll remember forever. The Golden Jubilee 1.5-millionth MG *TF* 160 was one of a select few significant cars that was kept by the new owners SAIC, post-MG Rover Group, and it continues to be displayed in MG Motor UK’s London Showroom – much to my delight.



<u>Kevin Jones</u>

Former PR manager for Rover Group, MG Rover Group, Peugeot and DS Automobiles at Retired. Kevin Jones served as PR Communications Manager for MG Rover Group throughout its most turbulent, creative and defiant years. Having joined the company as an apprentice in the British Leyland era, his career spanned everything from emissions testing to press launches, working across Jaguar, Rover and MG. As one of the key voices behind the Z cars, EX255 and MG’s Le Mans return, Kevin witnessed the reinvention of MG Rover from the inside – and helped shape its public image until the very end. Today, he continues to share his first-hand experiences, preserving the story of Longbridge’s last stand with wit, warmth and insight.

A Couple of Winter Cocktails

Sent in by Chris Parkins

Hot Gin Toddy

If you have yet to enjoy the warm, soothing taste of a hot gin toddy, you're in for a wonderful experience. Perfect for warming a cold night, sitting by the fire or as an after-dinner sipper.

The real beauty of the gin toddy is how the botanicals open up when the hot water hits them. It is so aromatic that there is no need for tea in this toddy and it is easy to mix up in just a matter of minutes. While Tanqueray is the recommended gin for this toddy recipe, almost any gin will work well. Traditional London dry gins are preferred because they have that distinct juniper-forward profile, and that boldness really is what makes this a great drink.



Ingredients

- 45 ml gin
- 22 ml freshly squeezed lemon juice
- 1 teaspoon sugar
- 90 ml hot water It's best to treat this like brewing a cup of tea, with hot—not boiling—water. If the water is too hot, it can "bruise" the gin's botanicals and ruin an otherwise perfect drink. You can heat water for about 30 to 45 seconds in the microwave.
- Cinnamon stick, for garnish

In a wine goblet, brandy snifter, or glass mug, add the gin, lemon juice, and sugar. (Adjust the sugar and lemon juice to taste), add the hot water and stir well to dissolve the sugar. Garnish with a cinnamon stick. Serve and enjoy.

The Happy New Year Cocktail



It really is the name of this fantastic champagne drink, and it is an ideal way to ring in the new year.

The port and orange juice bring in fantastic fruit notes that play wonderfully off the brandy and sparkling wine. It's also a great way of using up that bottle of port lurking in the back of the cupboard.

Ingredients

· 45 ml brandy

· 25 ml ruby port

· 25 ml orange juice

· 180 ml Champagne

Pour the brandy, port, and orange juice into a cocktail shaker filled with ice.

Shake well. Strain into a champagne flute. Top with champagne. Serve and enjoy.

SWVA Classic Car Auction, 30th October 2025

By Martin Charles

Report on the latest SWVA Classic Car Auction, with 12 MG's on offer in this sale, out of 103 lots.
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 MoT now.
Condition 5, In need of major restoration work, possibly un-roadworthy.
As always, if I'd have been bidding on the Lot, I give my maximum bid I would have gone to.
Lot 1, 1979 MG B Roadster – Estimate No Reserve.



This Roadster was recovered from dry storage in a garage where it had languished for an undisclosed number of years. No history, number of owners, paperwork or V5 document. A non-runner with no keys. Showing light surface rust on some of the body work, it was remarkably sound, no obvious signs of rust in usual places on a B, spring hangers, jacking points, wing seams etc. The bonnet pull was seized solid, so I was not able to inspect under the bonnet. Interior all intact but grubby and the hood appeared sound and the plastic rear window is intact. I thought it would be a brilliant project; the body work would clean up to be quite presentable with through clean and 3 stage polish. Likewise, the interior, obviously a thorough inspection of suspension, bushes in particular, braking system and major service of engine and gearbox to return it to the road as a good oily rag driver. Yes, a lot of work but nothing scary in my view. At one time in the past, it belonged to an owner who was in Bournemouth and Poole MGOC, as it had a faded sticker in windscreen. Condition 5 - My bid £1,500, SOLD £1,400.
Lot 5, 2000 MG F 1.8 120 BHP – Estimate No Reserve



Vendor owned for 5 years, no number of previous owners, MoT to July 2026, failed in 2025 with serious corrosion to front subframe, but it was obviously repaired to get a current ticket. Has S/S coolant pipes and some history, paint has lacquer peel in a number of areas, interior average, plastic rear screen intact. Condition 4 – My bid £1,000, SOLD £1,200

Lot 10, 1996 MG F 1.8 120 BHP – Estimate No Reserve.



This early MG F was vendor owned for last 21 years with one previous owner. Registered in December 1996, a year after the launch, last Mot issued in 2009 with mileage at 97,678 miles. Looking very sorry itself, described as a project, with faults listed as ignition switch faulty and engine runs, but sounds rough. Leather interior and hardtop. In reality not worth saving with nice ones starting around £1,500 mark. A spares car in

my view.

Condition 5 – My bid £200, SOLD £205

Lot 14, 2000 MG F 1.8 VVC 145 BHP – Estimate No Reserve



No information about how long vendor has owned the car or how many previous owners. MoT to August 2026 and history back to 2006 verifying mileage 83,000 miles No service history but recent work for upgraded head gasket, cam belt, water pump, S/S water pipes, new rear calipers, disc's and pads all round. Presenting very well with good paint, leather interior and nice wood veneer to dash and door cards, stainless steel roll hoops. Hood faded but no holes in fabric, plastic rear screen good. Condition 3 – My bid £1,500, SOLD £1,000

Lot 16, 2005 MG ZT V8 260 BHP – Estimate No Reserve



Vendor owned for last 18 years, taking ownership from his father and one previous owner prior to him. MoT to April 2026 and history back to 2008, indicating mileage at last test of 106,453 miles. No service history apparent, presented in uncleaned condition either inside or out. Showing usual wear and tare to paint work and interior, although the interior smelt slightly damp and lingering smell of the vendor having been a smoker. This model was the flagship model of the ZT range. Completely re-engineered to all the other ZT's FWD to be a rear-wheel-drive version. The V8 engine being sourced from the Ford Mustang driving through a 5-speed manual gearbox to a rear axle with limited slip differential. Condition 4 – My bid £3,500, SOLD £3,500

Lot 19, 1977 MG B Roadster - Estimate £3,000 - £4,000



No information on how long vendor has owned the car or how many previous owners. MoT to May 2026 and history back to 2006, it was not presented for MoT between 2011 to 2016 and between 2018 to 2025. However, the mileage across the last 20 years confirms it as having covered 4,586 miles. Some limited history, it had new steering rack, Stage 2 unleaded head and new soft top in 2025. O/drive, full chrome Rostyle wheels, a really honest, nicely presented rubber bumper B. Condition 3 – My bid £3750 – SOLD £4,100

Lot 37, 1967 MG Midget 1275cc – Estimate £3,000 - £4,000



Vendor owned for 2 years, no number of previous owners. MoT expired in August 2025 with history back to 2006, but I'm suspicious as to why it was not presented for fresh MoT before auction. No history with car, but it had been very well restored at some point in past, paintwork looked stunning, good interior and very presentable under the bonnet, Alloy wheels in good condition. But surprisingly no bills available for the restoration?
Condition 4 – My bid £2,750 – SOLD £3,400

Lot 39, 1979 MG B Roadster – Estimate £2,500 - £3,500



Vendor owned for 11 years with 5 previous owners. Last MoT expired in September 2022, with history back to 2006. No history, but full restoration in 2014 when it was converted to chrome bumpers, Ivor Searle reconditioned engine, O/D gearbox and painted wire wheels. Very nice interior, good hood, showing 91,500 miles which tallied with MoT history. Very nicely presented of sale. Condition 3 – My bid £4,250 – SOLD 4,100

Lot 56, 1967 MG B GT – Estimate £4,500 - £5,500



Vendor owned for 9 years, no number of previous owners. MoT to March 2026 with history back to 2006 verifying total mileage of 6,873 in that time. No history but underwent a full restoration 30 years, runs on unleaded fuel following head modifications, no O/Drive. Tidy interior, Webasto sunroof in good condition, chrome wire wheels. Paintwork starting to show a nice patina, but no oblivious underlying rust issues, well presented for sale.
Condition 3 – My bid £4,600 – SOLD £4,100

Lot 66, 1978 MG B Roadster – Estimate £3,000 - £3,500



No information on how long vendor owned or how many previous owners. MoT to July 2026, but only one other recorded on DVLA MoT checker in 2018 and it only did 100 miles between the two MoT's. It had £3.6k spent on it in 2024, complete braking system, clutch with new master cylinder and a new hood. Bodywork clearly been restored in past in past with full respray, but paint work showing some cracks

now, no history or bills.

Condition 2 – My bid £3,000 – SOLD £3,400

Lot 73, 1965 MG B Roadster – Estimate £4,000 - £5,000



Vendor owned for 4 years with 4 previous owners. Last MoT expired in 2013 with history back to 2006. No history but had clearly been restored to high standard at some point in the past. Rust showing through on doors and rear wing tops, chrome work showing rust, looking a bit sad for itself now. Condition 4 – My bid £3,500 – SOLD £4,300

Lot 80 – 1958 MG Magnette ZB Varitone – Estimate No Reserve



Vendor owned 6 years, number of previous owners. Last MoT expired in 2019 with history back to 2006. Clearly restored to high standard at some time in the past, but no history. Fitted with a 5 bearing MG B 1.8 litre engine, 5 speed Ford gearbox, Disc brakes on front with servo, Electric radiator cooling fan and a S/S 4 branch exhaust manifold and system which cost £2,461. Lovely body work, paint and interior just showing the right amount patina all round. I think the vendor obviously loved this car, modified to keep pace with modern motoring, it was the pick of the MG's offered at this sale for me. Condition 3 – My bid £7,500 – SOLD £6,700

Slightly disappointed with that result, because if I had the storage space I would have bid on this.

Next is on Thursday 29th January 2026, when we'll wrap up warm and see what's on offer.

Breakfast with Vintage Tyres at NMM, Beaulieu

By Martin Charles

Saturday 15th November was the last of the 4 Breakfast meets with Vintage Tyres at the National Motor Museum at Beaulieu this year. Given the miserable weather in the days before, it was a relief to have dry morning and as I drove over top down the sun came out. Yet again a nice mix of vehicles turned out, yes there is core group of regulars, but several that had not been seen before.





On the left a 1928 Bentley Speedster, having its first run out for 6 years, recommissioned by a friend of mine from Dibden Purlieu, right the only Volvo present, a 760.





On the left a nice pair of late 1990 Audi Quattro's, right a very early 2 door Ford Cortina GT and a 1972 wide arched Ford Escort Mk.1 1600 GT.





On the left, this stunning B Roadster belonging to a member of Winchester MGOC, is as shiny underneath as it was on top, I dread to think what the restoration cost was, right ZR 160 5 door.





A nice late rubber bumper B GT complete with the cloth deck chair style interior and a very nicely restored a late B GT which had a lovely sumptuous full tan leather interior.





A Baja style VW Beetle which the two boys' thought was fabulous, Mazda MX 5 trials car.

There were 3 MG's that particularly caught my interest, a 1930's SA saloon, a late 1940's YT and a 70's "Costello" B Roadster. Unfortunately, I didn't manage to find the owners of the SA or YT before they left.







The SA was produced between 1936 and 1939 which along with the later VA were the biggest MG's ever produced, until the Chinees behemoths of today! Cecil Kimber wanted a sporting touring saloon that could tour Europe in style at pace. Powered by a straight 6-cylinder engine of 2 litres, a 4 speed gearbox, with synchromesh on third and top gears to rear axle. Maximum speed 70MPH with a fuel economy of 19MPG. 2,738 were produced across the range of SA, SA tourer and Tickford models, it cost from £375. This car had been restored to a very high standard, a good many years ago, but had a lovely patina. You might just be able to make out in the centre of both headlamps something red, they are small MG badges, just nice little touches that make it standout.



The YT was produced between 1948 and 1950, it was introduced at the first post WW2 Motor Show at Earls Court, London. Looking more sporting than the saloon YA, emphasised by the deeply cut away front doors, but this meant it had to have side screens and not the winding windows of its pre-war coupe forebears. The other main difference from the saloon was it had flashing indicators and not semaphore arms. Under government pressure to export after the war it was available in LHD and the bulk of production was for the American and Australian markets. On the home market it was priced the same as the YA saloon. Powered by a 4 cylinder engine of 1250cc's, a 4 speed gearbox, with synchromesh on second, third and top to rear axle. Maximum speed 76MPH with a fuel economy of 27MPG. 877 were produced, but no details of how many were home market, it cost from £678. This car had been restored to very high standard and looked stunning in its metallic green paint with green interior.





The “Costello” V8 MG B was the brainchild of former Mini racer Ken Costello of Farnborough. In 1969 he found a V8 engine in friends’ garage, surprised by how lightweight it was he thought it would be perfect for the MG B. The engine was the Oldsmobile V8 engine being used by British Leyland in the Rover 3.5 and Range Rover. He then set about fitting it to a B Roadster, word quickly got round, and people started request one for themselves. Produced between 1970 and 1974, although a few more were produced in the early 1990’s, he produced about 35 roadsters and about 190 GTs. This car is the Mk2 version, the main difference over the Mk1 being no huge bonnet bulge. It has been in the possession of its owner, from Barton-on-Sea, for 35 years. During that period, he is the only person to have worked on the car, including a full engine rebuild. Powered by V8 engine of 3,250cc’s, a 4 speed all synchromesh gearbox with overdrive to the rear axle. Maximum speed 125MPH with a fuel economy of 22MPG, it cost from £2,445, double the price of a factory MG B. Two years after Ken had been producing his B’s the factory MG B GT V8 was announced, but was a lower powered, slower version than the Costello. This car being a roadster is a rare car, it’s thought about 20 genuine Costello roadsters are still in existence. The car is used in endurance rallies and regularly attends the Le Mans Classic.

Crafty Corner

By Anne-Marie Stone

Here I am again… but this time, not talking about Triking or Hand Driving but something a little more crafty.
I was chatting with Jane, Julie and Stephen, after one of our MG meetings, and discovered we all dabble in art. It was then that an idea occurred to me.
Why don’t we creep into a little corner of the MG Magazine and talk about all the crafty hobbies we get up to, when we’re not MG-ing.
Jane thought it might be fun to call it “Crafters Corner” so the idea was born and here we are ready to reveal all.



One of my passions is painting and believe me, it's not because I'm good at it, but because it fascinates me.

At first, I started going to art classes but soon discovered that I couldn't have a good old natter with other class members and at the same time concentrate on painting. I felt a bit self-conscious too and that didn't help. So, when everyone gathered around at the end of the session, my painting didn't really come up to muster. There were no "Ooohs" and "Aaahs", but more like "Oh (long pause) that's nice." But none of that really mattered, I still loved doing it.

The other thing that baffled me was the array of choices. I'm not the greatest decision-maker in the world and suddenly I was faced with - pencils or crayons, charcoal, pen and ink, oil pastels, chalk pastels, watercolour, gouache, acrylics and oils. Then there was the choice of brushes, all different sizes, with various uses. Some of them had odd names, like Filbert.

And apart from brushes, there were other implements you could try, like palette knives, credit cards, sponges, cotton buds, Kitchen towel and coins. Then there was the whole business of learning the many tricks, techniques and short cuts for painting faces, fur, feathers and making eyes look realistic.

It was all a bit overwhelming, until I realised one thing. I was over-worrying, taking things too seriously, trying to be too prescriptive and doggedly following techniques. It took a while to simply relax and that was the key to it all. Because art isn't just about following rules or following others. It's about being experimental, finding your own way and your own style. It's about freeing yourself and having fun.

So now, I sit in my little studio, creating my own version of things. I gather wildlife photos from The Sunday Times and create acrylic abstract versions of them, I play around with textures, and sometimes I just slosh the paint around and see what emerges.

I'm having fun experimenting.

I don't think I'll ever go as far as Thomas Yang with his huge paintings involving the use of bicycle tyre tracks…but you never know!

The main thing is it makes me feel happy, and that's what hobbies are all about.

If you have a hobby you are really passionate about. Maybe it's quilting or collage, 3D Printing or model-making, tennis or bowls. Please share it with us in "Crafty Corner." We'd love to find out what makes your heart sing.

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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.*