



MG CAR CLUB-CHESHAM NATTER

www.mgcarclubchesham.co.uk

December Newsletter – 2024



Hello Folks,

Welcome to our final Newsletter of the year. With Christmas approaching and the early dark evenings here, we can look forward to warm evenings by the fire and plenty of 'comfort food' with which to celebrate the festive season; who knows a wee dram might sneak in as well!

We finished off our 2024 MG year with a very pleasant Natter at the King Charles with 33 Natters in attendance.

'A big thank you to all those Natter members who have contributed to our monthly Raffles during 2024, both through the purchase of tickets and your generous donation of prizes. It is very much appreciated. The income from these Raffles allows us to subsidise events like the Pride of Ownership and Annual Quiz, as well as supporting the Natter website, and hence they provide the lifeblood for the Natter. This is supported by all the effort put in by Lyn and Jacquie, for which a big thank you. It also avoids having a Subscription like some other Natters, which deters new members. So, in 2025 please support our raffles, and allow us to continue subsidising the events in which you take part. And remember to bring cash.'

Future events.

There are two notices before Christmas and that is to remind you that our meeting in January 2025 will be the first Natter evening of the New Year and is at the King Charles in Ashley Green on **Tuesday 28th January**; the fourth Tuesday of the month.

Our annual dinner will be held a little later; watch this space for details which will follow when final arrangements are in place.

As during the winter months, news is in rather short supply despite events visited and reported by our regular contributors, I thought I would chat about my escapades with my friends at MG Motorsport. This year, in addition to their MGB and MGA coupe, they have had another more potent car put at their disposal in the shape of a Lotus Elan 26R Coupe. This belongs to Phil Bradley who had it built to very exacting standards to comply with appendix K as per the original cars: more of these are now appearing. In Early March, in very Heavy rain we took the car to Brands Hatch for it's first run and shake down. These were not ideal conditions for Tom to have his first run in such a light / twitchy car. After two laps he

came in for a check to see that nothing was amiss. Unfortunately the pit was flooded so nobody was keen to lie under the car to have a look! Once up on it's jacks all was seen to be OK. After a few more laps and with some adjustments to the shock absorbers Tom started to get a handle on the car and by early afternoon the Elan was the fastest car on the track.

The following weekend we returned to Brands for two days of racing, again in the wet but not as bad as before. On the Saturday he qualified in second place and was next to an AC Cobra on the front row of the grid. The AC got away first but the Elan soon passed it for a comfortable win. For the Sunday race he put the car on pole next to a different Cobra which he also beat so it was two races and two wins....this looked promising. The next event was at Brands again for two more races this time on the Grand Prix track. Again the car was very fast but some Lotus problems started to appear. The first was a failure of the diff due to lack of oil when the front seal failed causing the oil to make a bid for freedom. The next day a related problem occurred.....two more races two DNF's..... not so promising! With the diff problems now sorted the next event was at Oulton Park where Tom had a runaway win again in slippery conditions. In these early events the agile Elan proved capable of beating the big American engined cars when conditions were wet or greasy. Even in the dry the little Lotus was very competitive.

Next came Silverstone in June for the MGCC /Equipe Racing event. This included the celebration of 60 years of the Lotus Elan with a Pro/Am Elan only race. Tom finished 1st in the amateur class and 6th overall beating many of the Pro driven cars.



sustained damage to the right rear quarter while in the paddock. After much application of tank tape to the damage, the car was passed fit by the scrutineer.

In September The team was off to Snetterton for another two races with the Elan. After a disappointing start to the event when the car



The Chequered Flag !

Things improved greatly on the track; Tom won both of his races by quite a margin to finish the season as he started, two races / two wins at the meeting. Tom and the Lotus ran eight races with six wins and two DNF's with several fastest laps and pole positions, very good for a first season in a new car. With better reliability he could have had a clean sweep. The MGA and MGB were also out during the season driven by both Tom and his nephew, also a Tom,

who achieved six signatures on his licence for which he is justifiably proud, he now has a full licence, and was able to remove his novice cross from the rear of his car. Excellent Tom, well earned!



I had to get an MG in somewhere.....



Car in 'rubber saving' mode - tank tape not well matched for colour but probably stronger than the glass fiber body?!! It certainly works.

All photographs by Peter Finch

For Sale by Colin Davenport as one lot for £50.00.

- 1 pair heavy duty ramps,
- 1 1200Kg hydraulic lift,
- 2 axle stands,
- 2 wheel chocks

Contact Colin on 07909 981294

*That's all for 2024 folks, except to thank you all for your support during the year
and wish you all a happy, healthy and peaceful Christmas.*



With very best wishes

from

Richard, Christa and Keith.