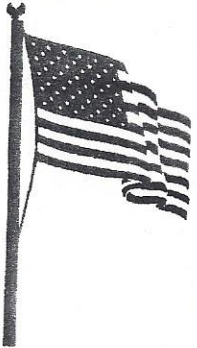


## English Motoring Club

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*"A gentleman does not motor about after dark." -- Joseph Lucas, attrib.*



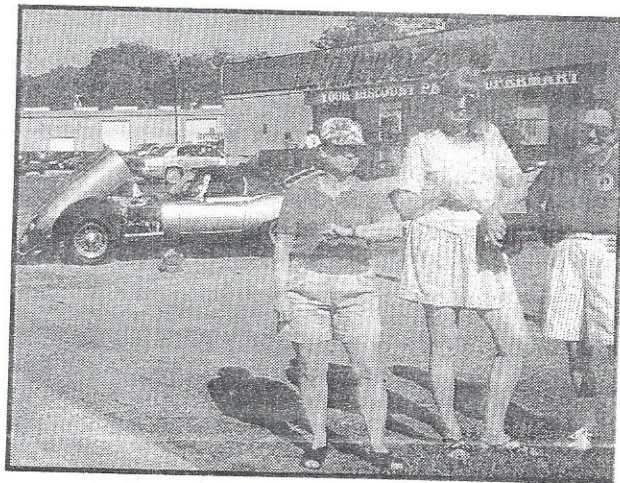
## Georgia's "British Motorcar Day"!

by Terry Trovato

The weekend of May 21-22, John Turbeville, Pat Cashman and daughter Amanda, and my wife, Merideth, and I journeyed some 550 miles to the Chateau Elan estate northeast of Atlanta, Ga., to participate in "British Motorcar Day," which is billed as the largest British car exhibition in the Southeastern U.S. with some 500-600 British cars on display. The event is not a judged show, but rather a social get-together that raises money for charity, where owners and spectators can intermingle to discuss particular marques and build enthusiasm for the hobby.

The Chateau Elan Winery and Resort is a magnificent setting for a show of this type. The winery has tours and tastings, plus there are a concert pavilion, three restaurants (Paddy's Irish Pub was the most fun, complete with a twin-fiddle Celtic band), 63 holes of golf on four courses, a full-service European-style health spa, a tennis center designed by Stan Smith, an equestrian

*Ladies in waiting?* Mary Katherine Loftin, Barbara Cashman, and Merideth Trovato check time spent on the side of the road instead of having breakfast. The Loftins' E-type burst a radiator hose about 50 yards from a NAPA store and an AutoZone. Can your car do that? Thirty minutes and a jar of Go-Jo hand cleaner later, all were back on the road and in downtown Natchez, Miss.



center with 200 permanent stalls and four all-weather show arenas, and a 277-room inn. What more could one ask for?

John was reluctant to drive his MGB 1,100 miles round trip so he came as an interested spectator. Since

Pat and I both have trailers, we hauled two of our rare birds — a 1964 Gordon Keeble and a 1949 Singer "Nine," respectively — to the show as the EMC unofficial representatives. The Gordon Keeble and the Singer were placed with the other "orphans": a Rover P4 Saloon and a Nash Metropolitan. However, we were parked on the lawn directly in front of the main entrance to the event, which let everyone see our cars as they drove onto the grounds.

Probably no fewer than 2,500 spectators and enthusiasts stopped by to visit and, as always, both the Gordon Keeble and Singer drew a great deal of attention because of their rarity. Only 99 Gordon Keebles were manufactured between 1963 and 1964, with only four known survivors in the U.S., and Pat's car has the distinction of being signed by the designer. As for my entrant, no more than 100 Singer "Nine" roadsters were exported to the U.S. between 1946 and 1949, and my car, a Massachusetts barn find, is more or less in its original state.

All in all, it was a great day marked by an amazing collection of British iron. There were Morgan trikes, Jensen Interceptors, Sunbeam Alpines and Tigers, a bazillion MGs of every stripe, and an armada of Land Rovers, to name just a few. Quite frankly, this small-town reporter had never seen so many outstanding examples of the various marques gathered in a single setting of this magnitude. It was awesome. The Atlanta area British car clubs, who get together to host and sponsor this event, are to be congratulated for their successful effort.