


## English Motoring Club

P.O. Box 5263  
Jackson, MS 39216-5263  
(601) 442-8684

**President: Terry Trovato**  
**Contributing Editor: Pat Cashman**

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



## "Always forgive it..."

by Terry Trovato

When I served as president of the Austin-Healey Club of Louisiana some two decades ago, I was fortunate enough to attend the Austin-Healey Club of America's national encounter at Fredricksburg, Va. It was July, with some 150 cars on the grounds in various mechanical and cosmetic states and, as fate would have it, one of the more pristine-looking vehicles absolutely, positively refused to start for its owner. Turn the key, nothing.

While the car's proprietor was getting hotter than the July sun over this unexpected situation, a fellow Healeyite made a statement which I'll long remember: "Always forgive it, no matter what it does." And he was right.

From time to time all of us have probably encountered unexpected "adventures in motoring" that have made our blood boil. But just remember—what we own is a piece of rolling British history that is no longer being produced. And, I'm happy to report, our vehicles seem to be appreciating in value.

A bit of interesting reading arrived in the mail recently in the form of *British Car* magazine, which contained the results of the Kruse and Barrett-Jackson automobile auctions in Arizona.

Let me tick off just a few of the results for you: a 1960 MGA 1600 brought \$13,913; a 1967 TR4A sold for

\$17,325; and a 1962 MGB Roadster was knocked down by the auctioneer for a whopping \$19,950!

Permit me to put forth my own theories as to what's happening out there.

Many baby boomers, and those a wee bit older like myself, grew up with British sports cars and now, bored with their everyday contemporary transportation, long for a tangible British time machine to take them back to Memory Lane.

Fortunately, a good many of them can afford the ride. But the British vehicles in question are available in very limited numbers.

Imagine how many British sports cars from the late '50s and early '60s were amateur-raced, wrecked, and then most likely discarded to the scrap heap, or merely left to rot where they stopped running. It raises the demand factor.

So, be proud of what you own no matter what condition or state it's in, restore and or maintain it at your own pace, and, above all, drive it and participate in the smorgasbord of British car events available to us all. Many out there would relish the opportunity!