



The reliability Run from the navigators seat;

After instaling Fog lights for night driving and checking the car all over we departed for Libertyville, everything looked good, but just as we got off the Expresway we noticed that the right front wheel was pulling terrible to the right. At Sandys Museum we jacked the car up and found that the wheel cylinders were leaking bad. We cleaned the shoes, adjusted the pistons and test drove the car, bad news, the same thing, we deliberated on what to do and then decided that we were going to give it a good try:

Frank called a Drivers meeting and a few minutes latter we were lined up for the start with the Drivers across the street and the navigators with our hands up, the T.F. being the newer car, was assigned the last position. The starter was Mr. Henry Adamson, the signal was given and in less than 2 seconds we were in the lead, along the way Hank Specht and Paul Smith caught up with us, at one point they both passed us but by the time we got downtown we were thinking that we were in the lead only to find Jerry Risner ahead of us. We run side by side for a while but we pull away with Hank & Paul close by, just before we entered Michigan we hear Jerry Coffman coming, we were doing about 70 mph. and Jerry passed us doing over 75 mph. By this time we started to feel the cold air, I had put on a flannel shirt, a windbreaker, and a jacket.

We were moving along beteween 70 & 75 M.P.H., our first stop was Grand Rapids Mich it took us about 12 minutes. The car was running great, a hot cup of coffee and a cookie tasted just great, we cressed the Mackinaw Bridge at 2.45 A.M. and we asked the Toll attendant if she had any other cars like ours, she said "I think one passed with in the last two hours" We could not belive that Jerry Coffman was that far ahead of us, please remember that we were driving with-out brakes and at the gas station just before the bridge I was going too fast when we came for gas. I downshifted a little to hard, but Jerry is a super guy and did not complain, I never touched the brake pedal just downshifted and thank God for a good emergency brake.

We were driving on the upper part of the lake and you could see the white caps on the lake it was beautiful, but then the car started to misfire and lose power. We were hoping that it would keep running until day brake, which it did, Jerry knew his car and the diagnosis wa the points so he took a match book and adjusted them, and we proceded but the car was not running well, as before, we could only do 55 M.P.H. we stoped one more time and finnally the 3rd. time he gave me a set e of new points and since we did not have a feelers gauge I adjusted them and ask Jerry if they looked OK?. He checked them and told me " They look good to me " While I was putting the new points we hear a TERRIBLE ROAR , it was Jerry Coffman going at full throttle and I think he floored the gas when he saw us by the side of the road (quite a friend ) about 20 or 30 miles down the road we saw Paul Smith T.C. pulling out of a gas station and needless to say that we also kind of floored the gas pedal, and it was no more stops until we arrived at the Hotel. Jerry --- Coffman had cross the Mackinaw bridge at 3.10 A.M. which was about 25 minutes behind us, we had been on the lead must of the way, Jerry Coffman checked in at 9.27 A.M. we came in at 9.34A.M. a few minutes latter Paul Smith on his T.C. came in.

My eyes were shot, my neck hurt, my bach was aching, but it was a great feeling knowing that we had run a good race.

Jerry Cihak is a super sport, he loves his car but was not afraid to push his beautiful T.F. I drove the car just as if it was my own. We shared a good experience and many thanks to him:

Thanks also to all the participants, we now share something special, a common bond and a good experience, we also proved that the mighty M.Gs, all over 30 years old, are very relibble cars.

Happy motoring season

REY NAVARRO