



The 1st Annual Reliability Run

The Reliability Run is history by now. As a continuation of the old Marathons originated by Herb Nichols and run from 1968 through 1973 with an econathon in 1974 to tie the Marathons with Reliability Runs. The starting point was Sandy MacArthur's Garage, which houses many interesting automobiles. Henry Adamson conducted a brief tour with many interesting sidelights on the cars. The starting time was 7:00PM, Wednesday, July 18th with a LeMans start! Everyone proceeded out the access road to the toll road by heading North while Gerry and Paul Risner turned South and cut off about four miles. The cars diced with one another down the Edens and headed for the Skyway and Indiana. Hank Specht had the misfortune of breaking down near Hammond with an incurable overheated engine. Better in Hammond than in Cadillac in the wee hours of the morning. Even though Hank and Lenora did not finish they still are part of the first Reliability Run "gang". They had the spirit and enthusiasm and desire to run even though the TD became cantankerous and refused to leave home ground. Most of the evening appeared to be uneventful with drivers squinting through half closed eyes in order "to press on regardless". About 3:00AM, somewhere in Michigan not far from the Mackinac bridge Paul Risner was asleep in the passenger seat in the L2 Magna, Gerry Risner was at the helm and the car was drifting on the road (due to crosswinds etc.) as is common with the Bishop cam gear steering box. A Michigan police car ready to apprehend criminals stopped the L2 assuming the driver was asleep and this was the cause for the drifting on the road. Gerry gingerly jumped out of the driver's side (right side) whereupon the police remarked "who is driving this car anyway?". After explaining that the MG Works originally made RH drive cars and satisfying the curiosity of these public defenders Gerry and Paul were on the road again. Paul Johnson and Jim Youssef from Ohio were our only out of state contenders and hope they and others from the Midwest will join us again next year for RR#2.

My special thanks to Bill and Nancy Hentzen and the MGMGMG for their support, cooperation and awards which were coveted by all the "Runners". Thanks to Bob Riley for the photo work on the logo. A special thanks to Toni Bean for the patches that she made for each participant. Everyone is wearing them with pride. Last, but no least is our staid starter, Henry Adamson, who came away from his busy schedule as editor and board

member of the VSCDA to give us a tour at Sandy MacArthur's garage and then give us the official start. Thanks to Sandy MacArthur for the use of his "garages" as a starting point.

F.A.Diaz

Standing of 1984 Reliability Run

| Place | Driver/Nav. | Car | E.T. | C.T. |
|-------|-----------------------|--------------|-------------|-------------|
| 1 | G.Risner/P.Risner | 1933 L2Magna | 16hr.32min. | 10hr.37min. |
| 2 | P.Johnson/J.Youssey | 1948 MG TC | 14hr.41min. | 13hr.53min. |
| 3 | G.Coffman/E.McCord | 1952 TD MKII | 14hr.26min. | 14hr. 0min. |
| 4 | J.Cihak/R.Navarro | 1954 TF | 14hr.34min. | 14hr.19min. |
| 5 | V.Jarvis/P.Jarvis | 1949 YT | 15hr.41min. | 14hr.49min. |
| 6 | F.Diaz/J.Sund | 1946 TC | 16hr.31min. | 15hr.22min. |
| 7 | R.Maitzen/C.Vogel | 1951 TD | 17hr. 1min. | 16hr.24min. |
| 8 | J.Gasienica/MReynolds | 1948 TC | 19hr.45min. | 18hr.57min. |
| 9 | H.Specht/L. Specht | 1952 TD | DNF | |