



October 15 - 17, 2015

Benefiting
The Palliative Care Unit
at
St. Christopher's Foundation for Children



America's British Reliability Run 2015
is Presented by
Delaware Valley Triumphs, Ltd.

Itinerary

FRIDAY: QUAKERTOWN PA TO WATKINS GLEN NY

Registration: 9:00 am-10:30 am

799 Whistlestop Lane, Quakertown, PA, 18951
Complementary brunch will be served
Teams will get their route books, vehicle placards,
instructions for rally participants, and a goodie bag
with snacks

Drivers Meeting in Quakertown: 10:30 am-11:00 am

Teams will turn in their charitable donations
Touring groups will be formed and depart

Depart: 11:00 am

Note: we will not be stopping for lunch

Arrive Seneca Lodge: 6:00 pm

3600 Walnut Road, Watkins Glen, NY 14891
607-535-2014

Dinner: On your own in Watkins Glen though we
recommend dining at the Seneca Lodge in their
dining room decorated with decades of Watkins Glen
racing memorabilia.

After Dinner Talk: 8:00 pm - Bill Green, a life-long
resident of the Watkins Glen area, has served as
historian for the Watkins Glen race track for many
years and now is on staff at the International Motor
Racing Research Center as the Historian. Green is
well-respected by those in the racing industry and
the media, for whom he frequently serves as a re-
source. Bill will speak about Watkins Glen racing to
the ABRR participants at 8:00 pm at Seneca lodge on
Friday night.

SATURDAY, LEG 1: WATKINS GLEN NY TO NORWICH NY

The first leg of our Day 2 route takes us on around
the Finger Lakes: up Seneca, down Cayuga and across
to Norwich for a lunch and a tour of the Northeast
Classic Car Museum. This leg is 145 miles and about
3 hours.

Breakfast: On your own; Seneca Lodge has breakfast
available at 7:00 am

Depart: 8:00 am, Parking Lot Seneca Lodge

Arrive Northeast Classic Car Museum: 11:00 am
24 Rexford St., Norwich NY 13411
607-334-2886

Lunch: Provided at the museum for those who sign up
for lunch on the registration form, otherwise on your
own in Norwich NY.

SATURDAY, LEG 2: NORWICH NY TO CHESTER NY

Our second leg on Saturday is a short 140 miles and
3-1/2 hours to Chester, NY, where we will tour the
Lotus Shack and have dinner there in the company of
other local car heads.

Depart: 1:00 pm, Parking Lot, Northeast Classic Car
Museum

Arrive Lotus Shack: 5:00 pm
32 Elkay Drive, Chester NY 10918

Dinner: At The Lotus Shack for those who sign up on
the registration form, otherwise on your own in the
Chester NY area.

Hotel: 20 minutes from Lotus Shack
America's Best Value, 139 NY-32, Central Vally, NY
10917

SUNDAY: CHESTER NY TO MILFORD NJ

The final day's route takes us Southwest through NJ to
Milford. We'll finish here with a Farewell Luncheon at
The Ship Inn and give out awards. Travel time is ap-
proximately 2.5 hours to cover the 85miles.

Breakfast: On your own; Bright Star Diner has break-
fast available at 7:30 am

Depart: 9:00 am, from the Bright Star Dinner
Arrive The Ship Inn: 12:30 pm
61 Bridge St, Milford NJ 08848
908-995-0188

Lunch: Provided at the The Ship Inn for those who sign
up on the registration form

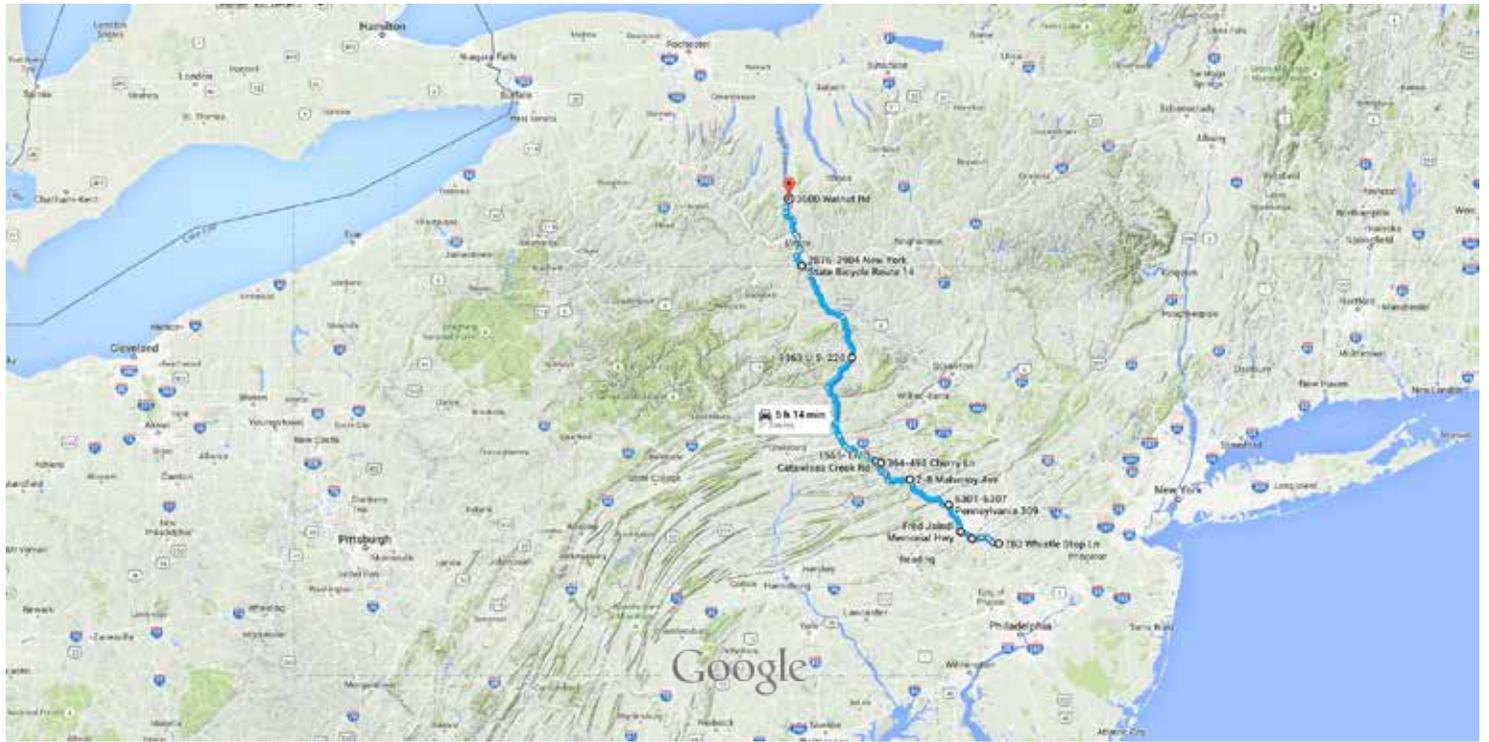
Awards: Following lunch



Google

783 Whistle Stop Ln, Quakertown, PA
18951 to 3600 Walnut Rd, Watkins Glen, NY 14891

Drive 213 miles, 5 h 14 min



Map data ©2015 Google 20 mi

783 Whistle Stop Ln

Quakertown, PA 18951

↑ 1. Head northwest on Whistle Stop Ln toward Junction Ln

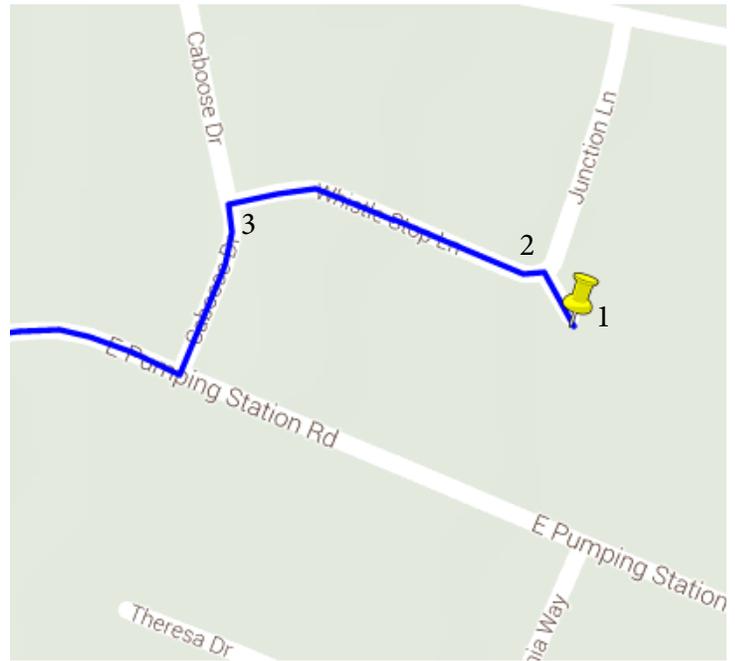
↙ 2. Turn left to stay on Whistle Stop Ln

↙ 3. Turn left onto Caboose Dr

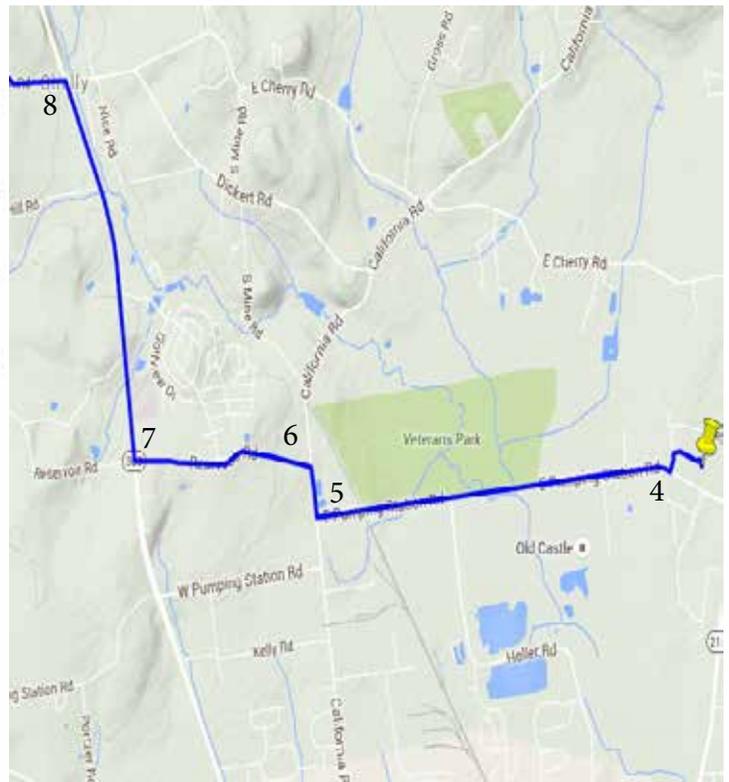
105 ft

0.1 mi

308 ft

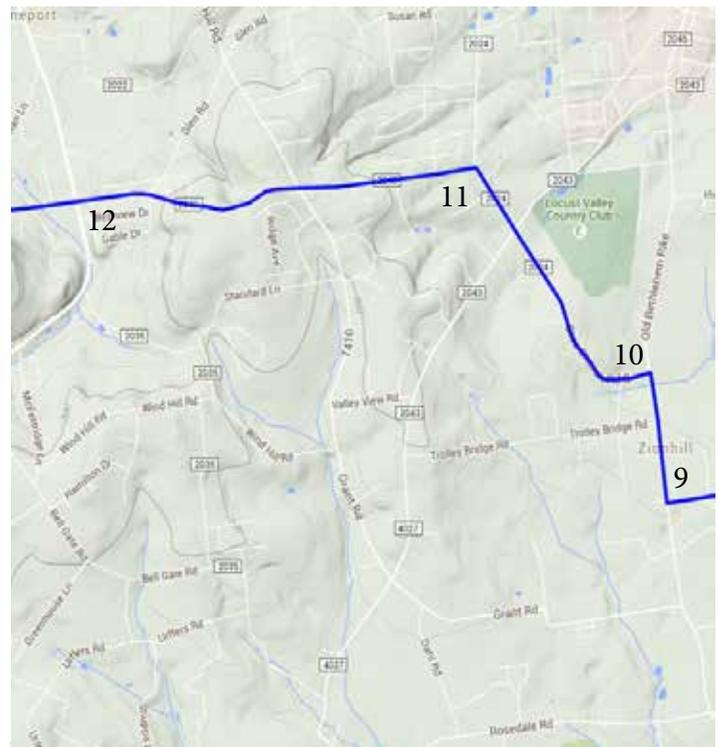


- 4. Turn right onto E Pumping Station Rd
1.4 mi
- 5. Turn right onto California Rd
0.1 mi
- ⬅ 6. Turn left onto Reservoir Rd
0.7 mi
- 7. Turn right onto PA-309 N
1.1 mi



- ⬅ 8. Turn left onto W Cherry Rd
2 min (1.0 mi)

- 9. Turn right onto Old Bethlehem Pike
0.5 mi
- ⬅ 10. Turn left onto Blue Church Rd S
1.2 mi
- ⬅ 11. Turn left onto Beverly Hills Rd
1.8 mi

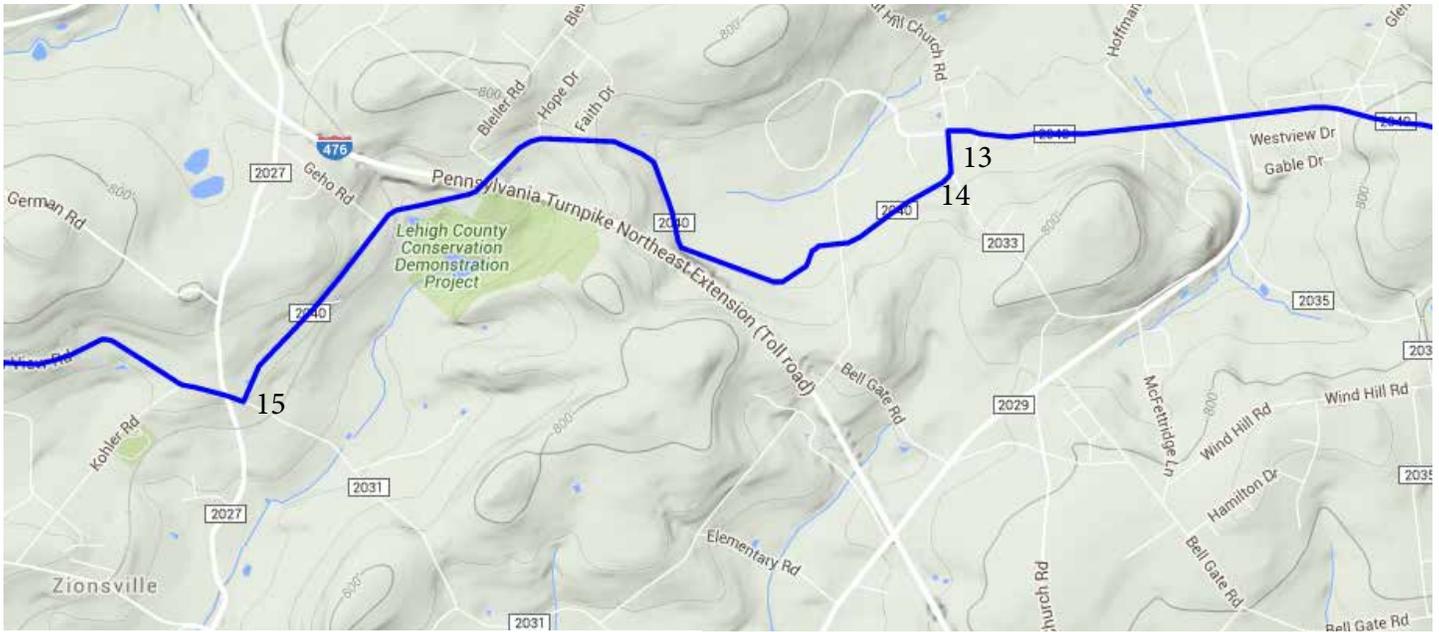


- ↑ 12. Continue onto Church View Rd
0.8 mi
- ⬅ 13. Turn left onto Chestnut Hill Church Rd
0.1 mi

(You will see a 'no outlet' sign ahead. Turn left and you will see a sign for Church View Rd.)

➤ 14. Slight right onto Church View Rd

2.7 mi



➤ 15. Turn right to stay on Church View Rd

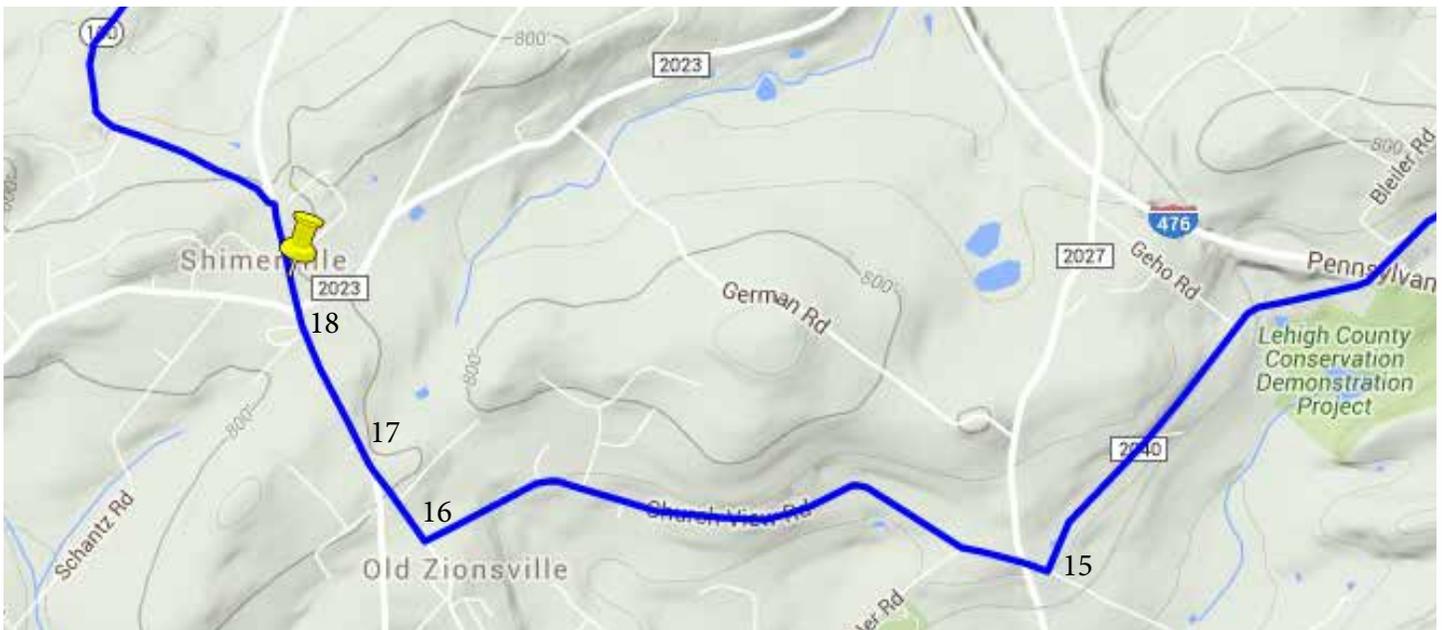
1.4 mi

➤ 16. Turn right onto Kings Hwy S

0.2 mi

➤ 17. Slight right onto PA-100 N/PA-29 N-

0.4 mi



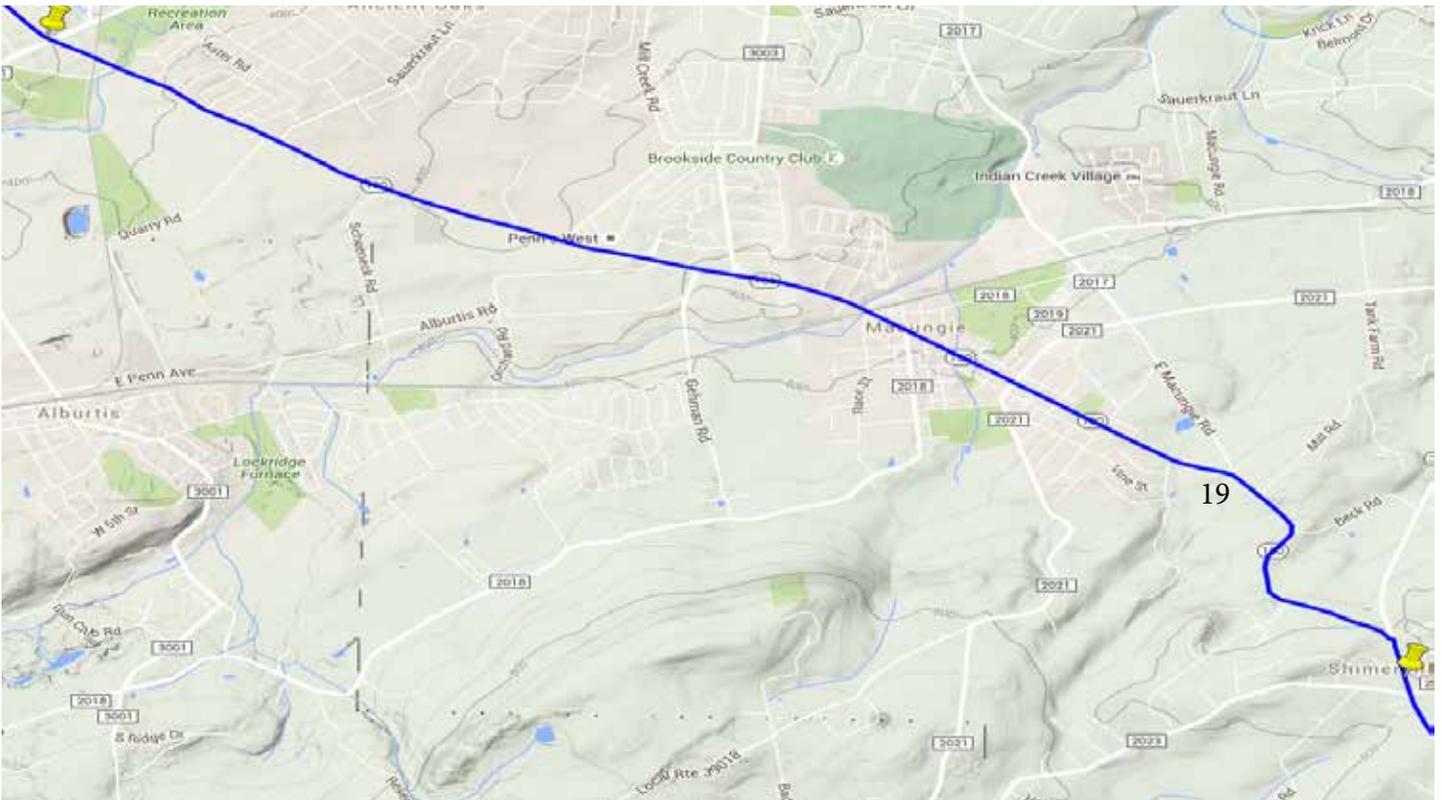
↑ 18. Head north on PA-100 N/PA-29 N toward Elgin Dr

(Just follow signs for Rt.100 all the way to Rt.309)

0.2 mi

↙ 19. Slight left onto PA-100 N

5.0 mi



↑ 20. Head northwest on PA-100 N toward Weilers Rd

2.3 mi

↘ 21. Take the PA-100 exit toward Fogelsville/Trexlerstown

0.3 mi

↙ 22. Turn left onto PA-100

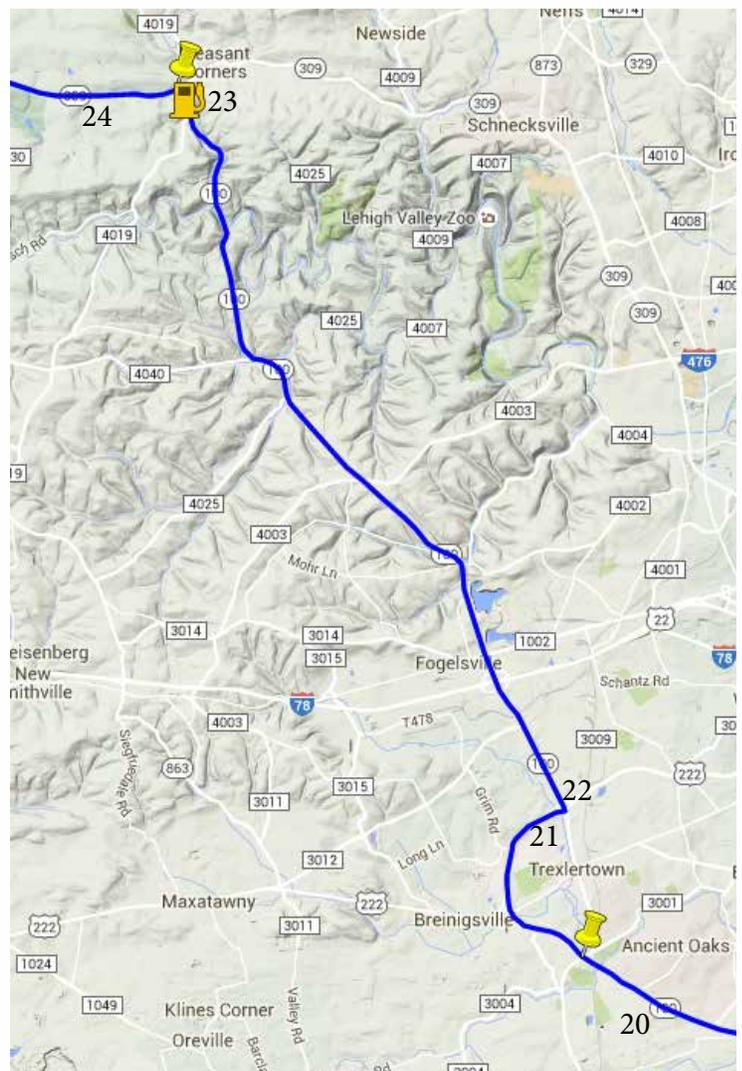
10.2 mi

↙ 23. Turn left onto PA-309 N

404 ft

↑ 24. Head southwest on PA-309 N

19.1 mi

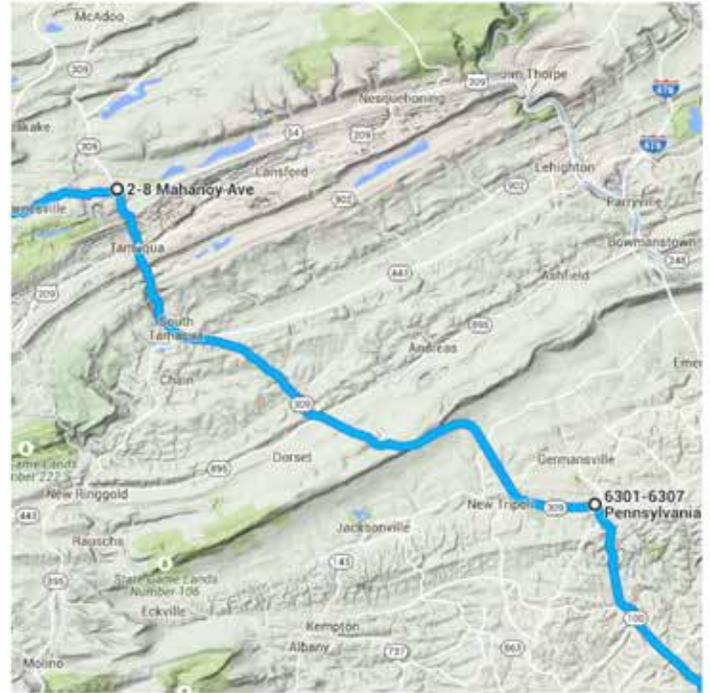


- ↶ 25. Turn left onto PA-309 N/Pine St
i Continue to follow PA-309 N

 1.9 mi
- ↶ 26. Turn a sharp left onto Mahanoy Ave

 164 ft

(Follow signs for Rt.54.)

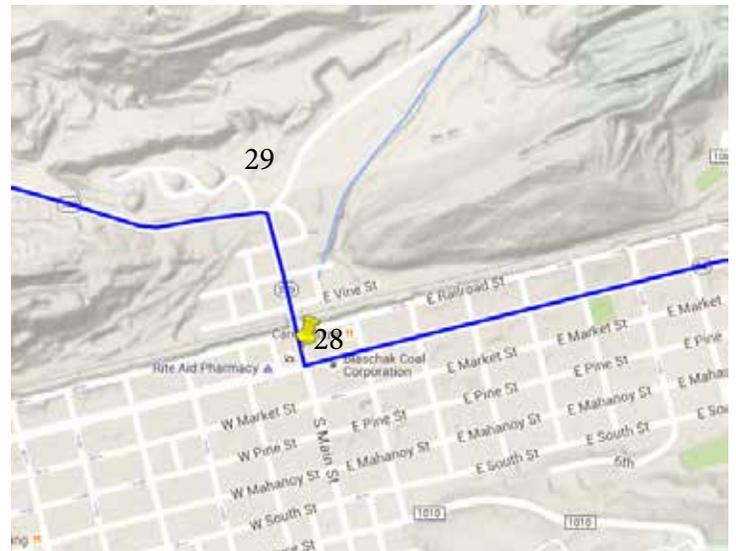


- ↑ 27. Head southwest on PA-54 W/Mahanoy Ave toward Purnell Ave
i Continue to follow PA-54 W

 9.2 mi
- ↷ 28. Turn right onto N Main St

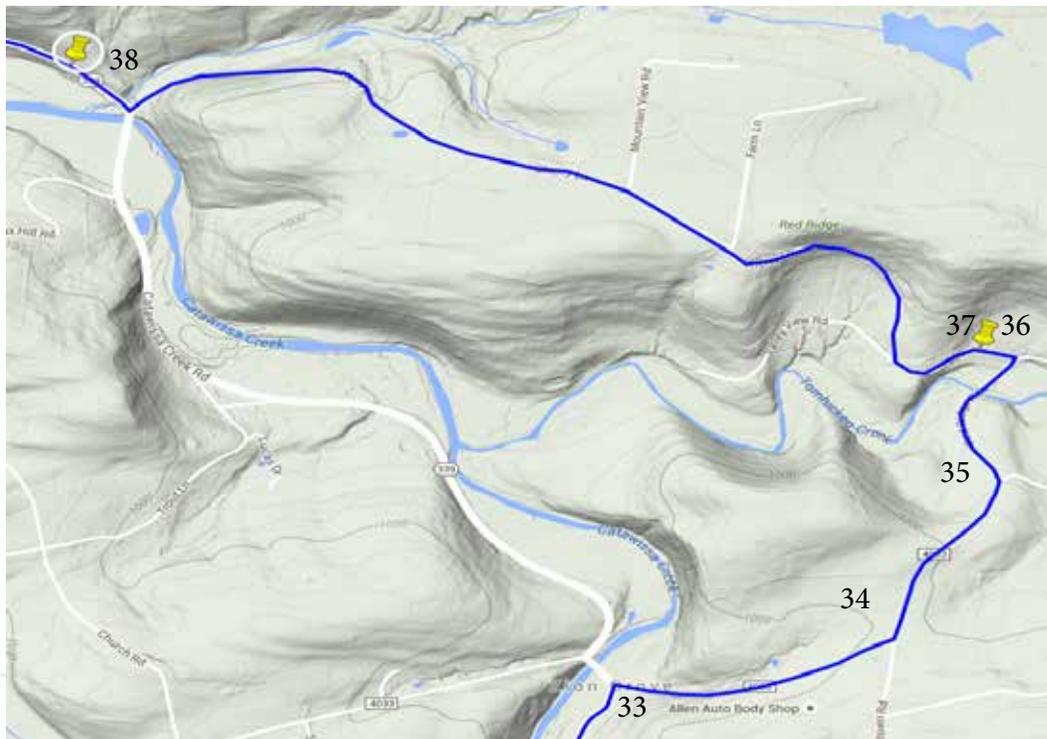
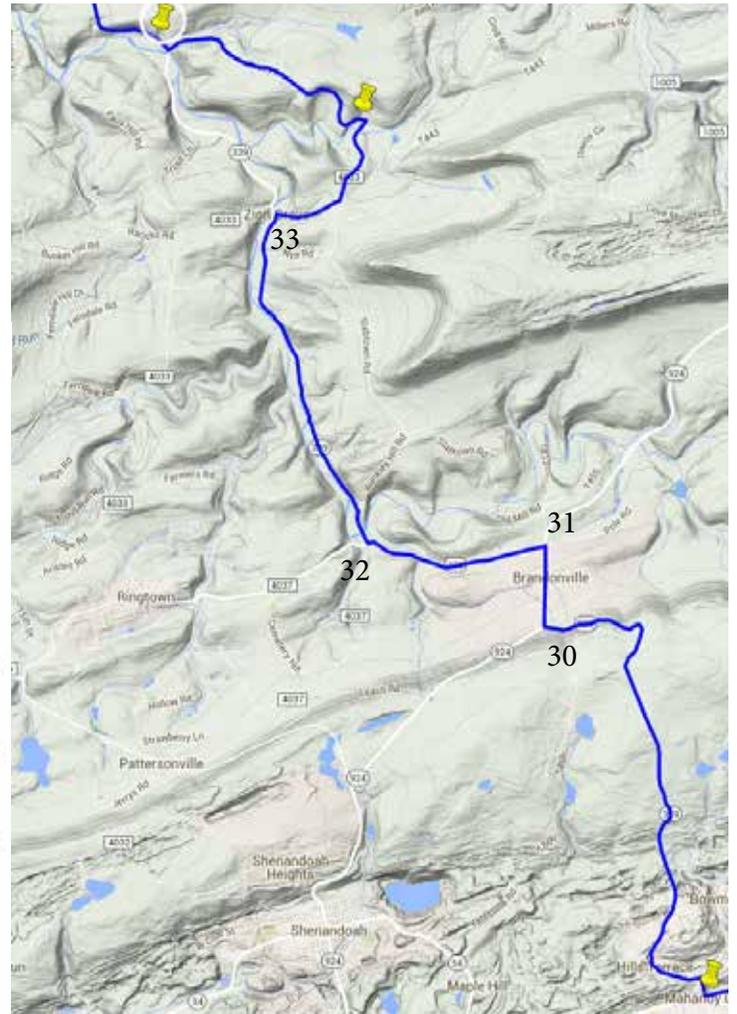
 0.2 mi
- ↑ 29. N Main St turns left and becomes PA-339 N/Brandonville Rd
i Continue to follow PA-339 N

 4.2 mi



- 30. Turn right onto Main Blvd
0.7 mi
- ⬅ 31. Turn left onto PA-339 N/Rattlin Run Rd
1.5 mi
- 32. Turn right onto PA-339 N
2.9 mi

- 33. Turn right onto Red Ridge Rd
0.5 mi
- ⬅ 34. Turn left to stay on Red Ridge Rd
0.4 mi
- ↙ 35. Slight left to stay on Red Ridge Rd
0.3 mi
- ⬅ 36. Turn left onto Cherry Ln/T500
364 ft
- ↑ 37. Head west on Cherry Ln/T500 toward Valley View Rd
Continue to follow Cherry Ln
2.0 mi
- 38. Turn right onto PA-339 N
0.1 mi



↑ 39. Head northwest on PA-339 N toward Buck Mountain Rd

10.4 mi

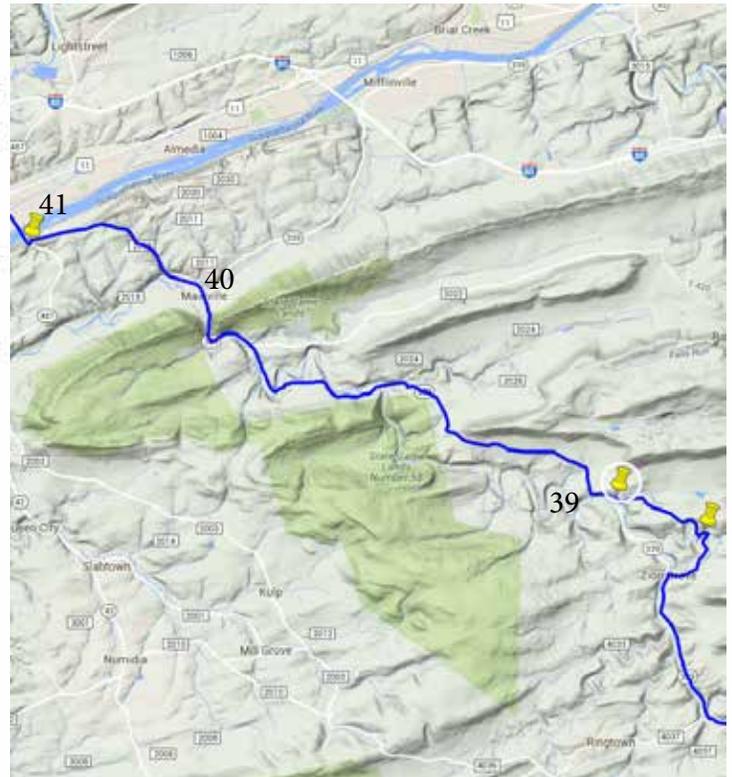
↑ 40. Continue straight onto Mainville Dr when PA-339 turns right.

Continue to follow Mainville Dr

3.9 mi

↗ 41. Turn right onto PA-487 N

1.4 mi



↖ 42. Turn left onto E Main St

33 s (443 ft)

↗ 43. Turn first right onto Iron St

0.2 mi

↖ 44. Slight left onto N Iron St/Millville Rd

Continue to follow Millville Rd

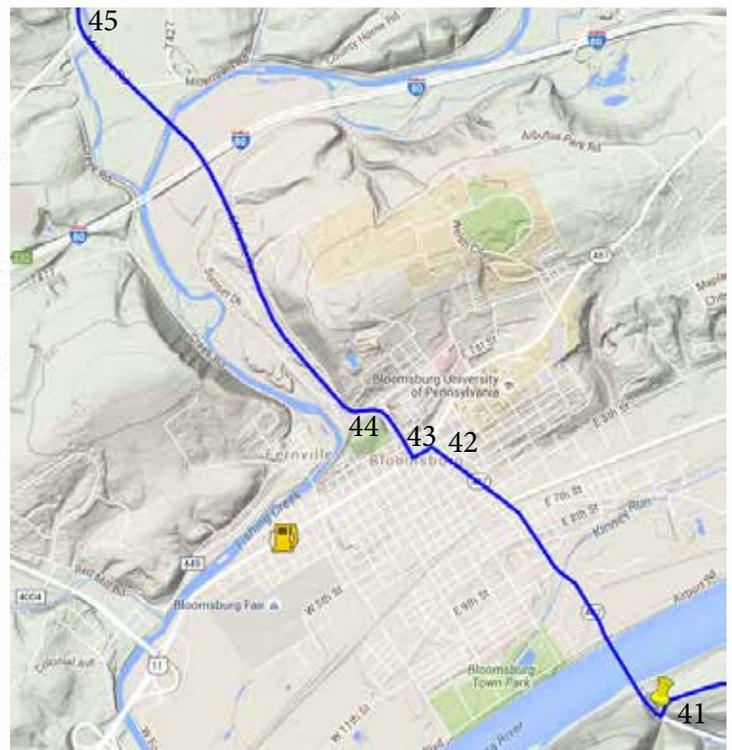
4.9 mi

↑ 45. Continue onto PA-42 N

6.1 mi

↗ 46. Turn right to stay on PA-42 N

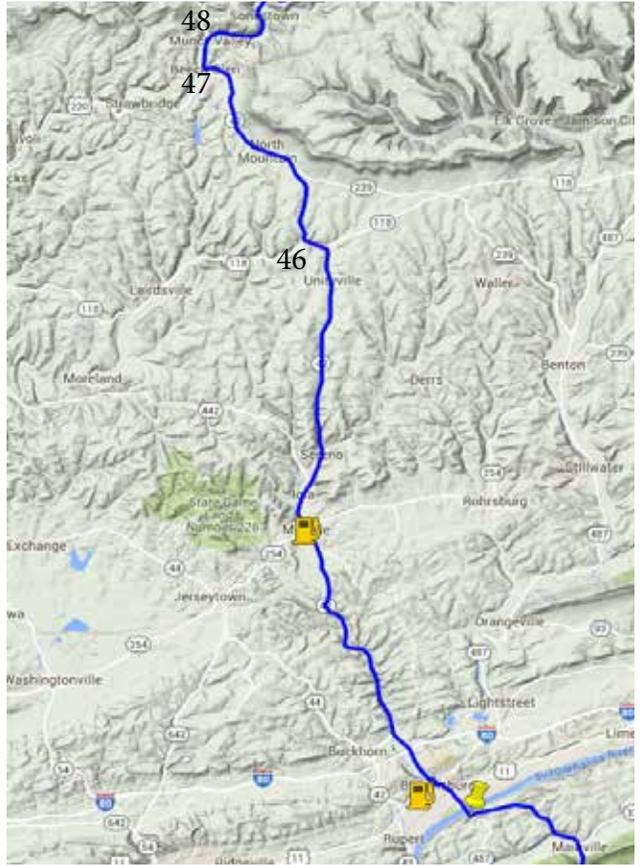
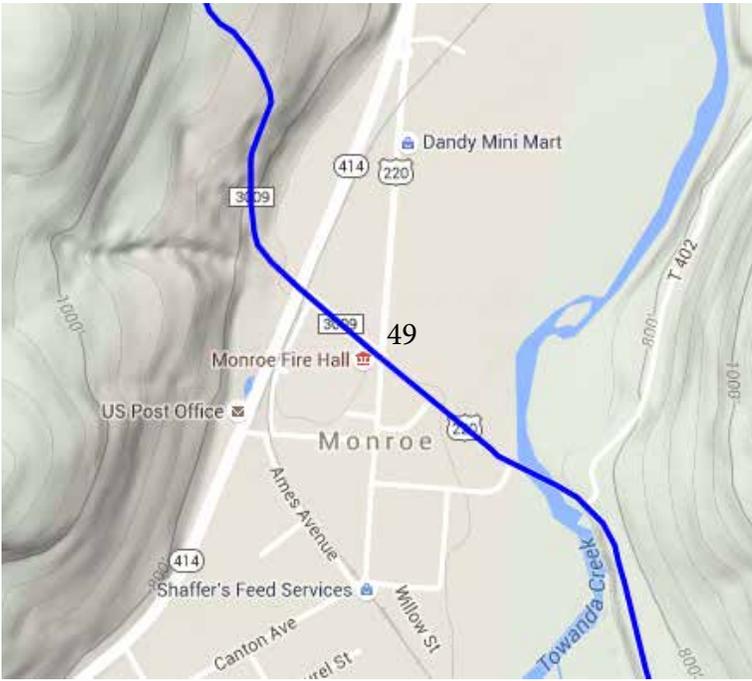
15.5 mi



↗ 47. Turn right onto US-220 N

19 min (17.2 mi)

(There will be a rest Area on your right 6.8 mi. after turn #47.)



- ↑ 48. Head north on US-220 N toward T370 17.1 mi

- ↑ 49. Continue straight onto Burlington Turnpike 0.4 mi

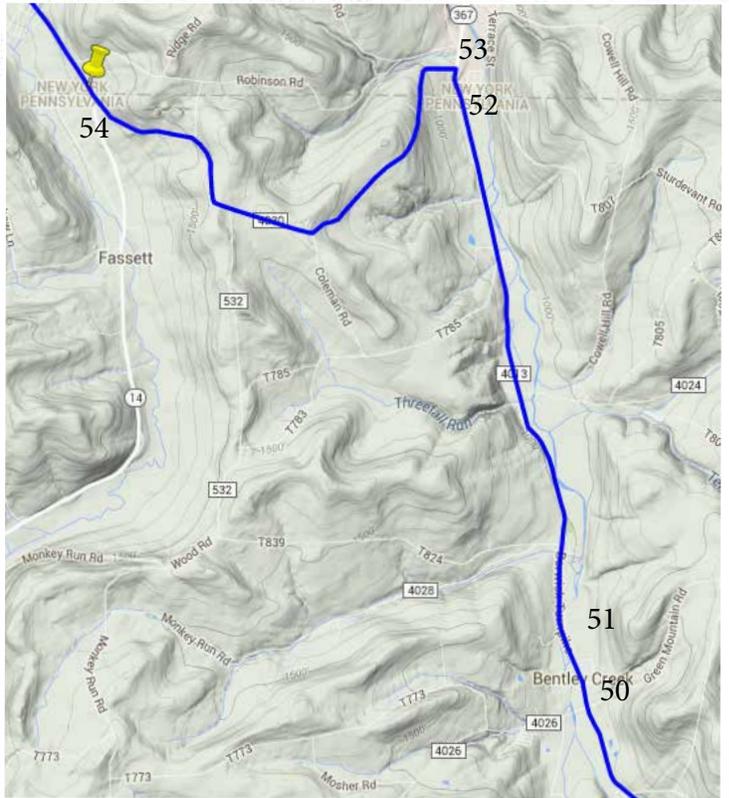
- ↑ 50. Continue onto Berwick Turnpike 25.8 mi

- ↑ 51. Continue onto Snell Rd
i Entering New York 0.2 mi

- ↑ 52. Continue onto Main St 0.1 mi

- ↙ 53. Turn left onto Doty Hill Rd
i Passing through Pennsylvania
i Entering New York 3.5 mi

- ↗ 54. Slight right onto NY-14 N 328 ft



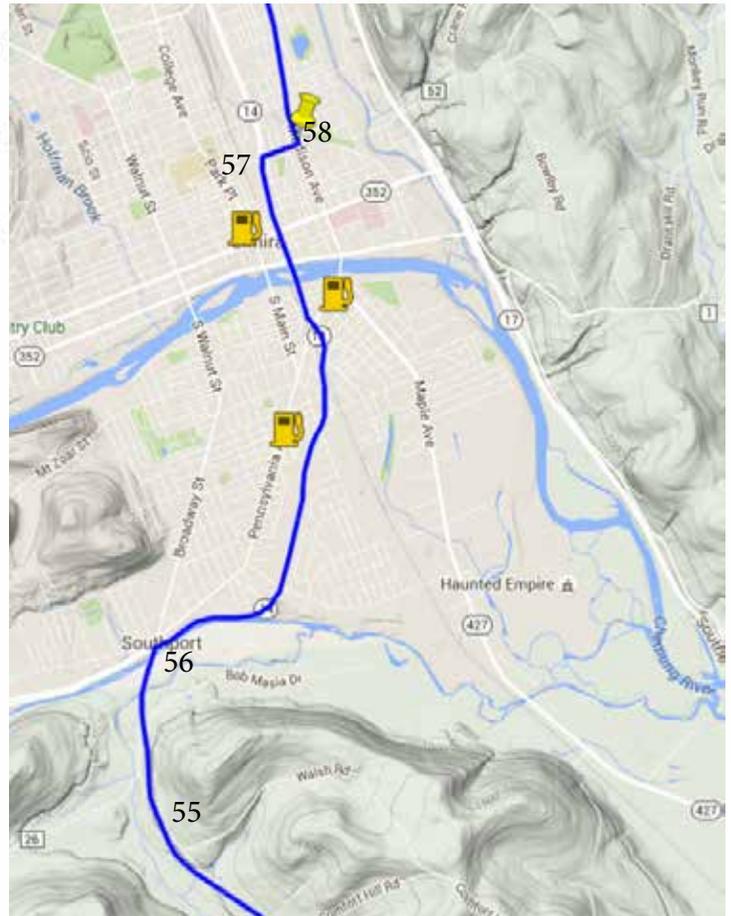
(The left on Doty Hill is just past a "Welcome to New York" sign.)

↑ 55. Head northwest on NY-14 N/S Broadway St toward Suffern Hill Rd

4.4 mi

↗ 56. Turn right onto Clemens Center Pkwy

3.9 mi



↗ 57. Turn right onto E Washington Ave

0.2 mi

↖ 58. Turn left onto Lake St

1.6 mi

↑ 59. Continue onto Buddies Lake Rd

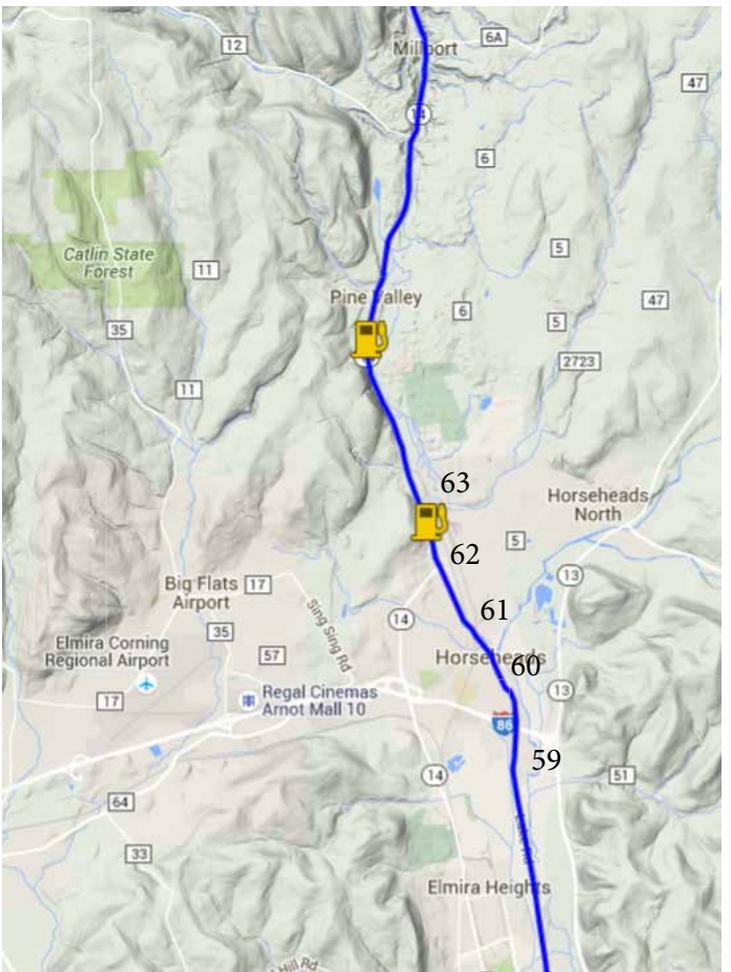
184 ft

↑ 60. Continue onto Lake Rd

1.3 mi

↑ 61. Continue onto S Main St

2.1 mi



↑ 62. Continue onto Watkins Rd

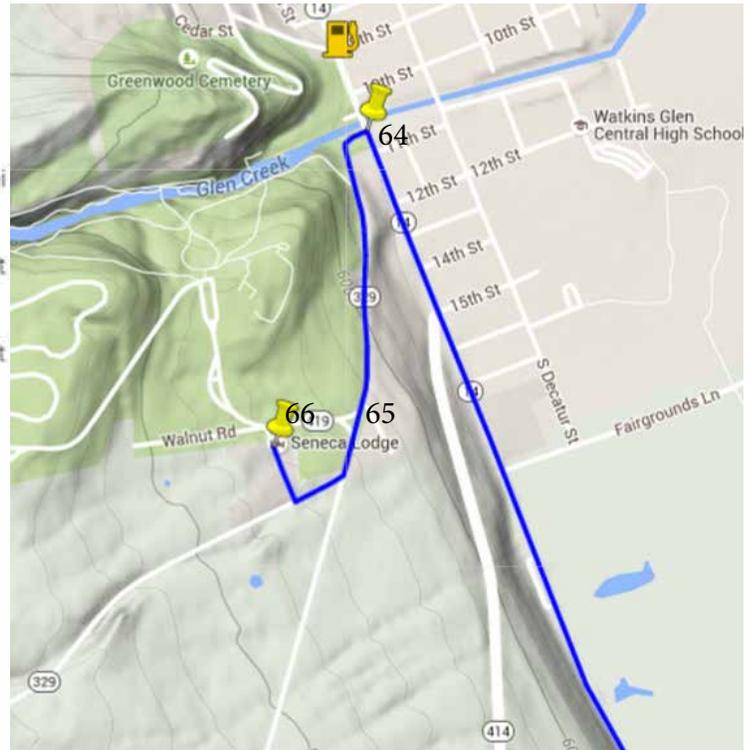
8.8 mi

↑ 63. Continue onto NY-14 N

6.8 mi

- ↶ 64. Turn left onto Old Corning Rd
- ↷ 65. Slight right onto Rt 419
- ↷ 66. Turn Left into Seneca Lodge

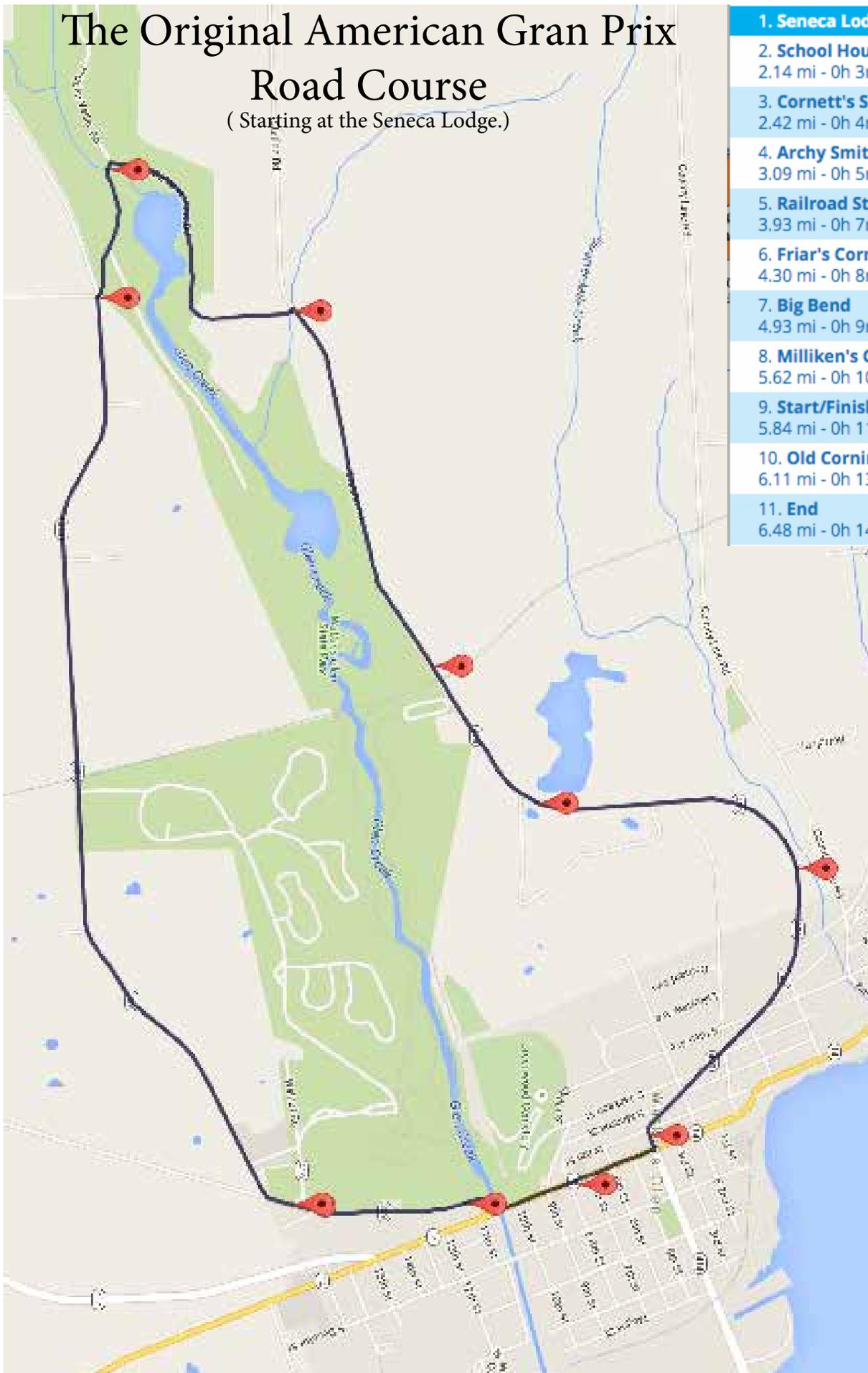
0.5 mi
410 ft
436 ft



3600 St Rt 419
Watkins Glen, NY 14891

The Original American Gran Prix Road Course

(Starting at the Seneca Lodge.)



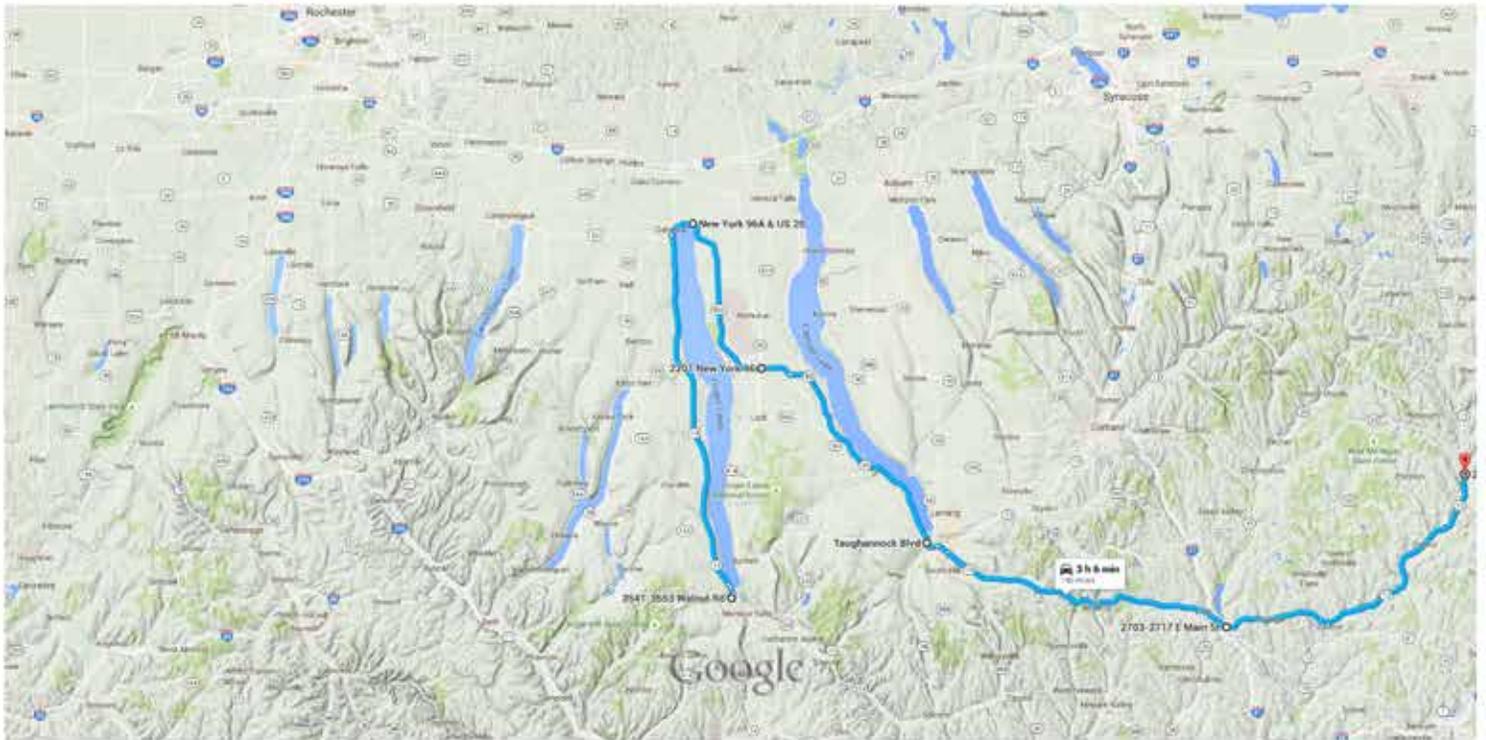
- 1. Seneca Lodge**
- 2. School House Corner**
2.14 mi - 0h 3m
- 3. Cornett's Stone Bridge**
2.42 mi - 0h 4m
- 4. Archy Smith's Corner**
3.09 mi - 0h 5m
- 5. Railroad Straight**
3.93 mi - 0h 7m
- 6. Friar's Corner**
4.30 mi - 0h 8m
- 7. Big Bend**
4.93 mi - 0h 9m
- 8. Milliken's Corner**
5.62 mi - 0h 10m
- 9. Start/Finish**
5.84 mi - 0h 11m
- 10. Old Corning Hill**
6.11 mi - 0h 13m
- 11. End**
6.48 mi - 0h 14m



Google

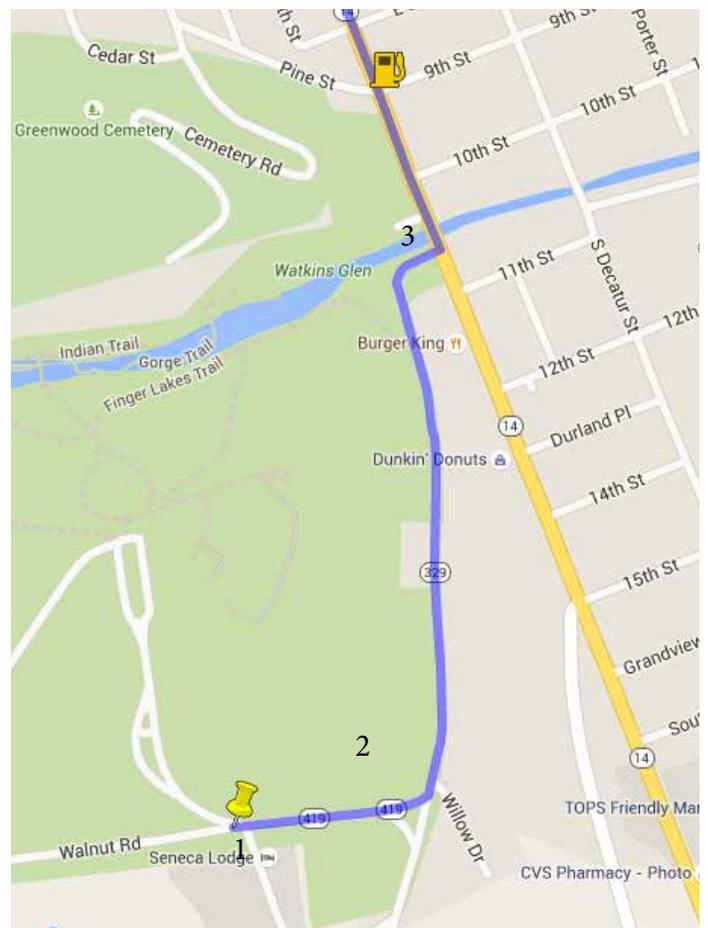
3541-3553 Walnut Rd, Watkins Glen, NY
14891 to 20-24 Rexford St, Norwich, NY 13815

Drive 146 miles, 3 h 6 min



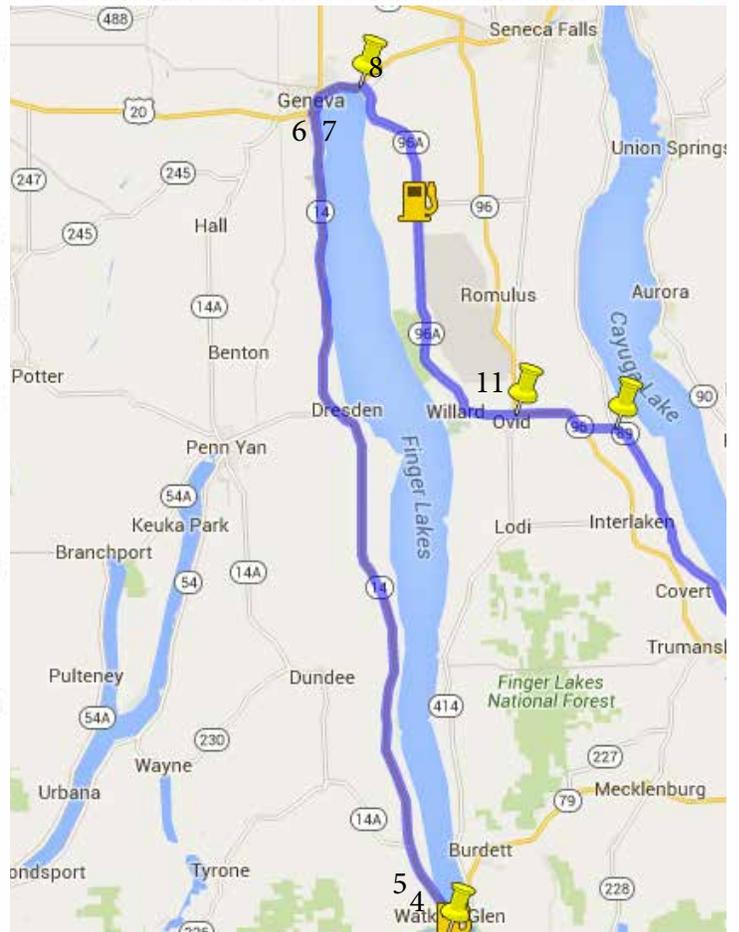
Map data ©2015 Google 5 mi

- ↑ 1. Head east on Walnut Rd toward NY-419
0.1 mi
- ↶ 2. Turn left onto Old Corning Rd
0.5 mi

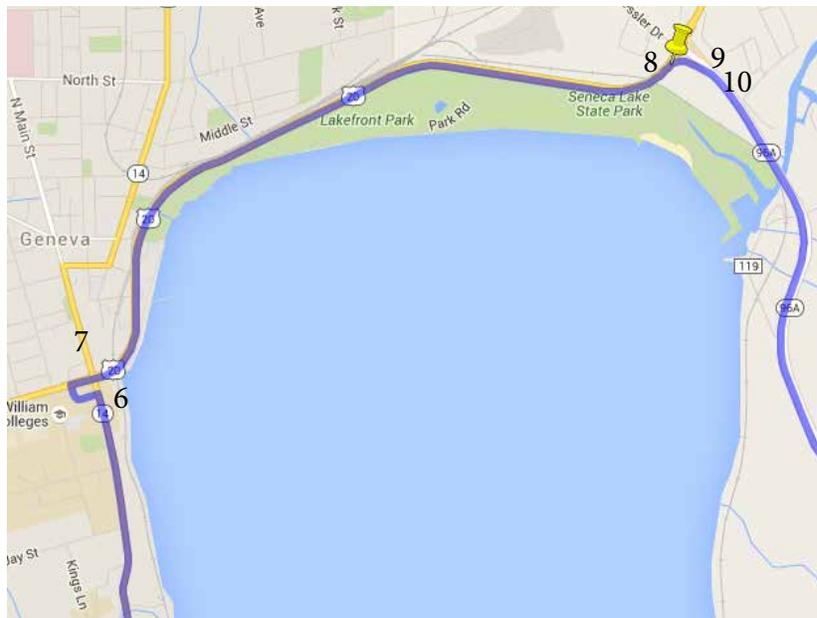


- ↶ 3. Turn left onto N Franklin St
0.6 mi
- ↑ 4. Continue onto Lake Shore Dr/N Madison Ave
Continue to follow N Madison Ave
0.3 mi
- ↑ 5. Continue onto NY-14 N
34.3 mi
- ↶ 6. Turn left onto S Cloverleaf Dr
0.1 mi
- ↷ 7. Turn right onto US-20 E/Hamilton St/Lake Front Dr
Continue to follow US-20 E
2.6 mi
- ⤴ 8. Use the right lane to take the New York 96A ramp to Ovid/Ithaca
20 ft
- ↑ 9. Head northeast toward NY-96A S
0.2 mi
- ⤴ 10. Merge onto NY-96A S
17.1 mi
- ↑ 11. Continue onto N Town Line Rd
190 ft

(Follow signs for NY-14 & US-20 E to NY-96A.)

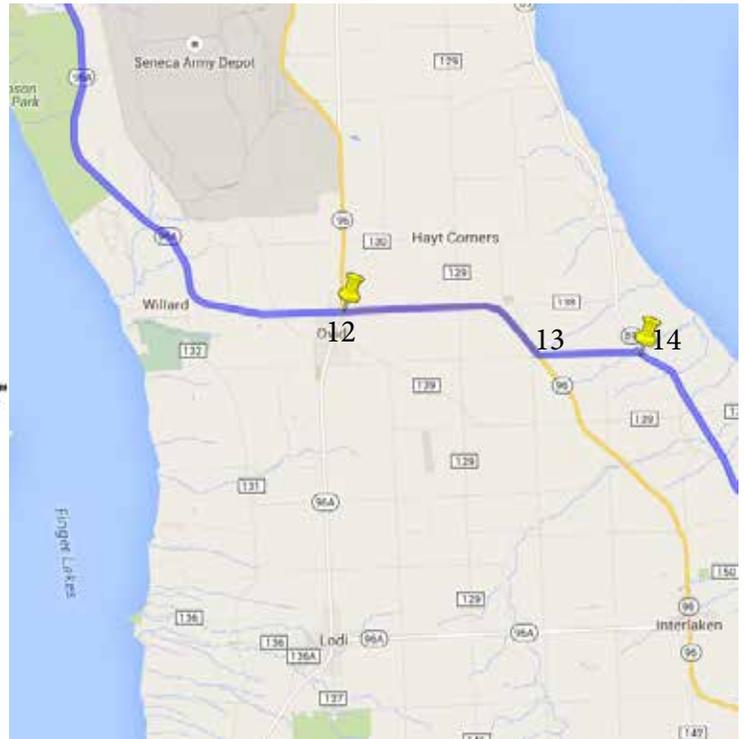


(NY-96A becomes NY-96 @light. Continue Straight.)



- ↑ 12. Head east on NY-96 S/N Town Line Rd toward Co Rd 129
 ⓘ Continue to follow NY-96 S
 _____ 3.0 mi
- ↶ 13. Turn left onto Center Rd
 _____ 1.4 mi
- ↷ 14. Turn right onto NY-89 S
 _____ 21.0 mi

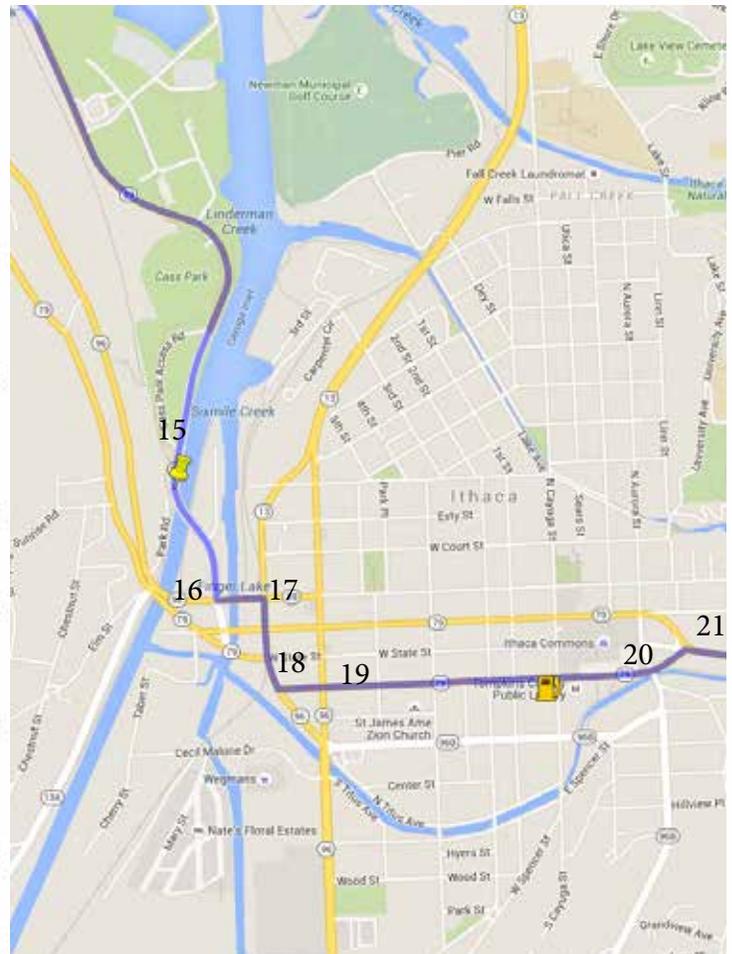
(Center Rd. is County Rte.138. We never saw "Center Rd." sign. Follow signs for NY-89.)



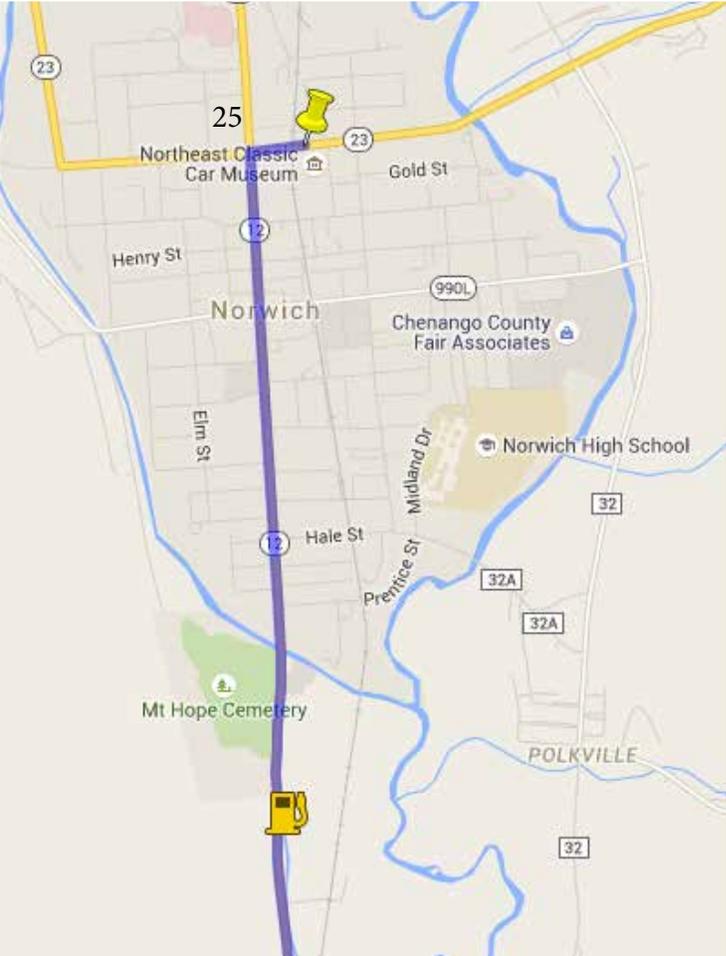
- ↑ 15. Head south on Taughannock Blvd toward Old Taughannock Blvd
 _____ 59 s (0.3 mi)

(Follow NY-79 E to E Main St in Whitney Point.)

- ↶ 16. Turn left onto W Buffalo St
 _____ 0.1 mi
- ↷ 17. Turn right at the 1st cross street onto N Fulton St
 _____ 0.2 mi
- ↶ 18. Use the left 2 lanes to turn left onto W Green St
 _____ 0.8 mi
- ↑ 19. Continue straight onto E Green St
 _____ 177 ft
- ↑ 20. E Green St turns right and becomes E M.L.K. Jr. St/E State St
 _____ 1.1 mi
- ↑ 21. Continue onto NY-79 E/Slaterville Rd
 ⓘ Continue to follow NY-79 E
 _____ 29.3 mi
- ↶ 22. Turn left onto E Main St (Still NY-79)
 _____ 0.2 mi

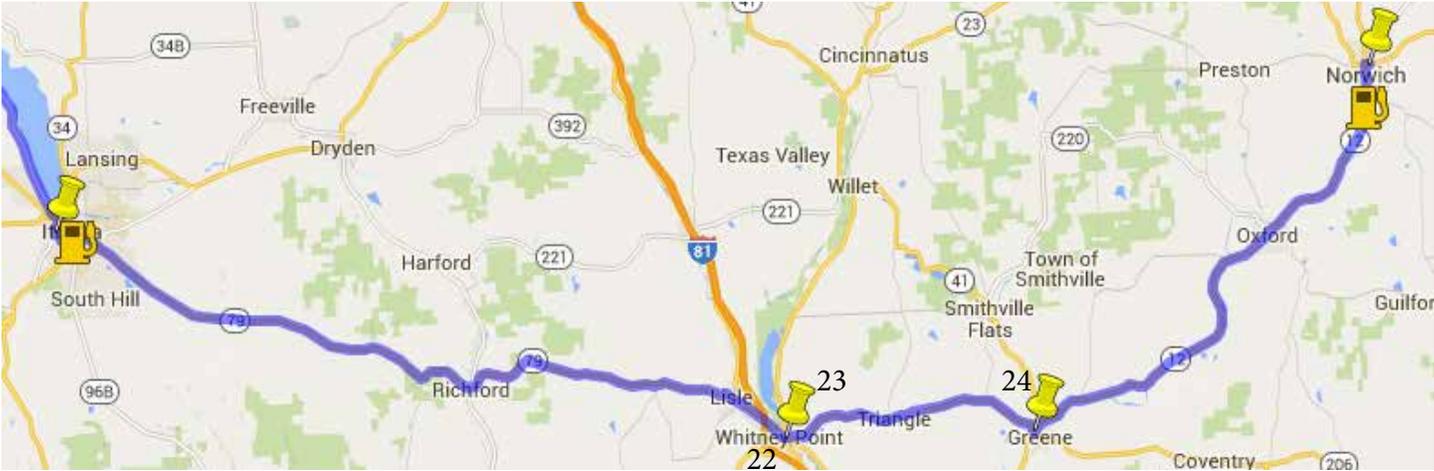


- ↑ 23. Head east on NY-206 E/E Main St toward Hemmingway Rd
 ⓘ Continue to follow NY-206 E
 10.7 mi
- ↶ 24. Turn left onto NY-12 N/NY-41 N
 ⓘ Continue to follow NY-12 N
 21.7 mi
- ↷ 25. Turn right onto Rexford St
 0.1 mi




 24 Rexford Street
 Norwich, NY 13815
 (607) 334-2886

20-24 Rexford St
 Norwich, NY 13815

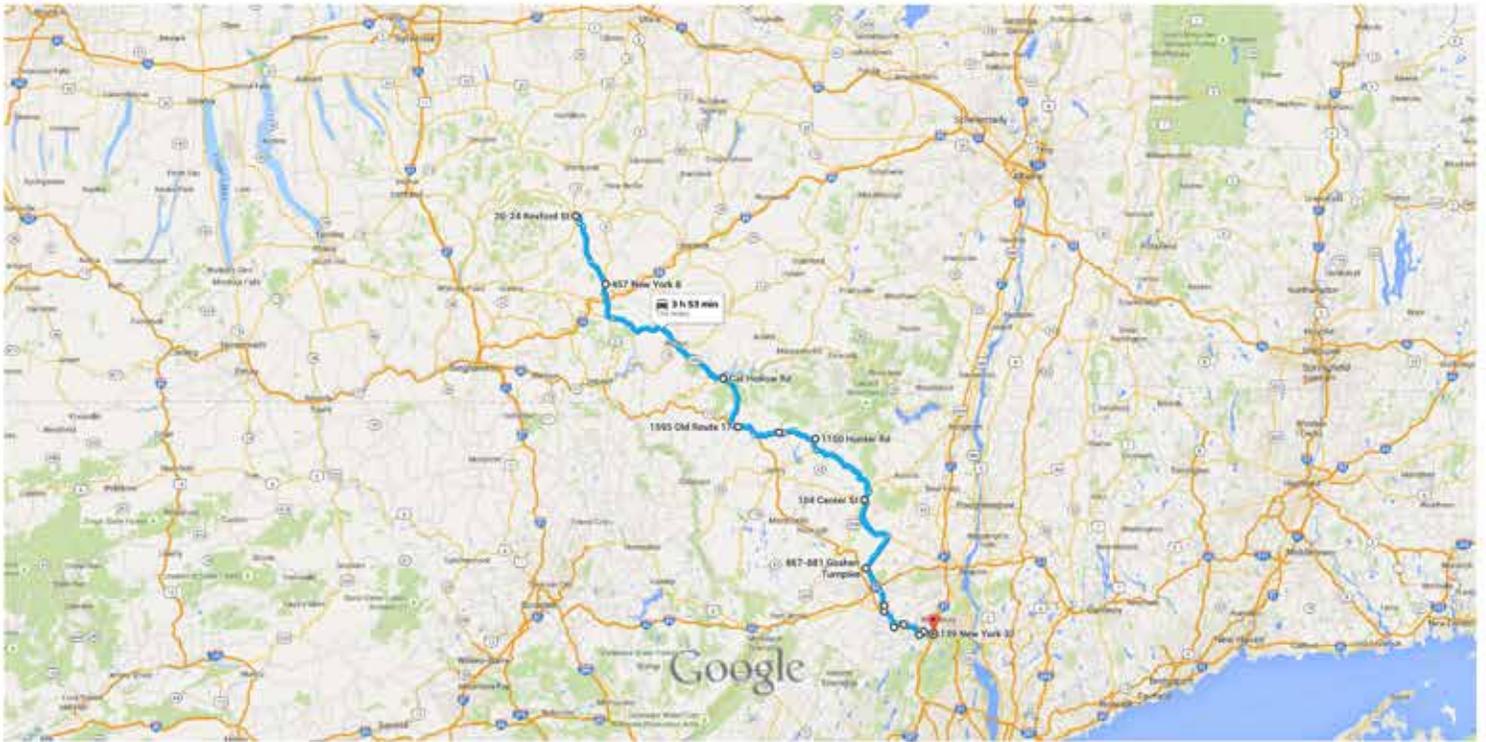




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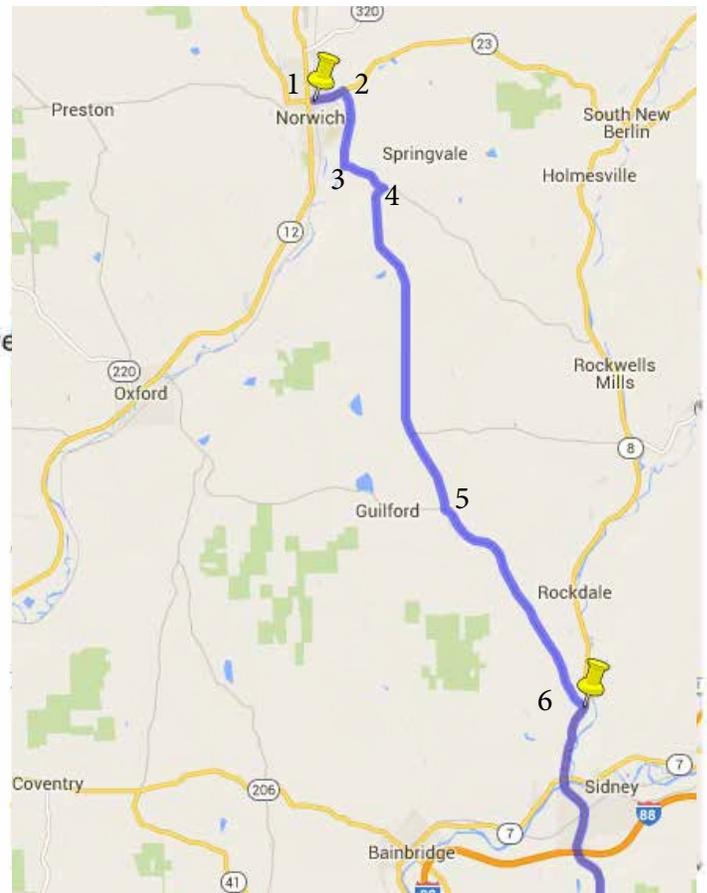
20-24 Rexford St, Norwich, NY 13815 to
139 New York 32, Central Valley, NY 10917

Drive 154 miles, 3 h 53 min



Map data ©2015 Google 10 mi

- ↑ 1. Head east on NY-23 E/Rexford St toward Lee Ave
 ⓘ Continue to follow NY-23 E
 0.7 mi
- ↘ 2. Turn right at 1st light onto NY-990L W/E River
 ⓘ Continue to follow E River Rd
 1.7 mi
- ↙ 3. Turn left onto County Rd 33
 1.1 mi
- ↘ 4. Turn right onto County Rd 36
 7.7 mi
- ↙ 5. Turn left onto County Rd 35
 5.6 mi
- ↘ 6. Turn right onto NY-8 S
 125 ft



(@ direction #4 look for sign to Gillford. The RT-36 sign is hard to see.)

- ↑ 7. Head southwest on NY-8 S toward Old Co Rt 43

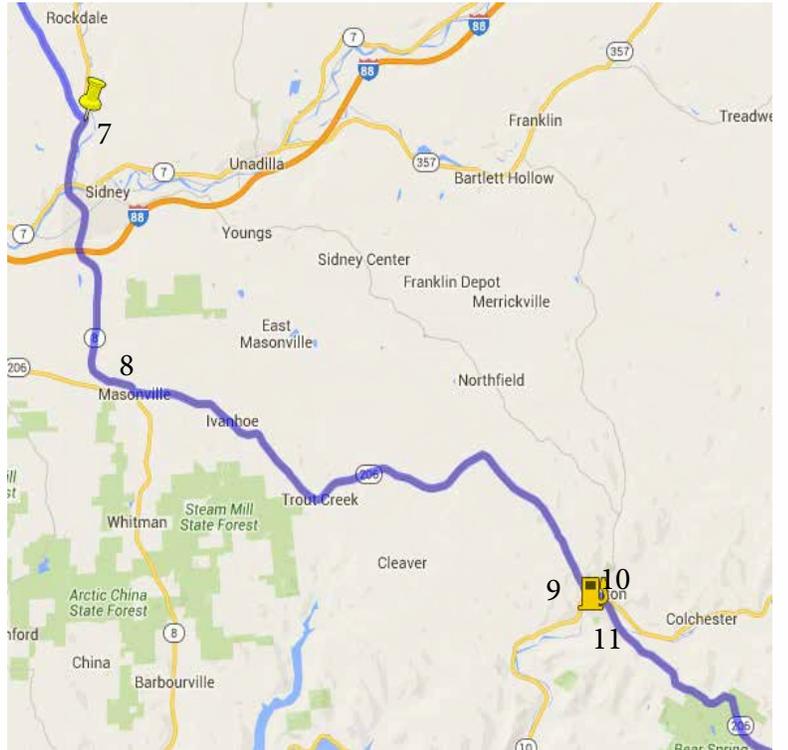
- ↶ 8. Turn left onto NY-206 E

- ↶ 9. Turn left onto Delaware St

- ↷ 10. Turn right onto Bridge St

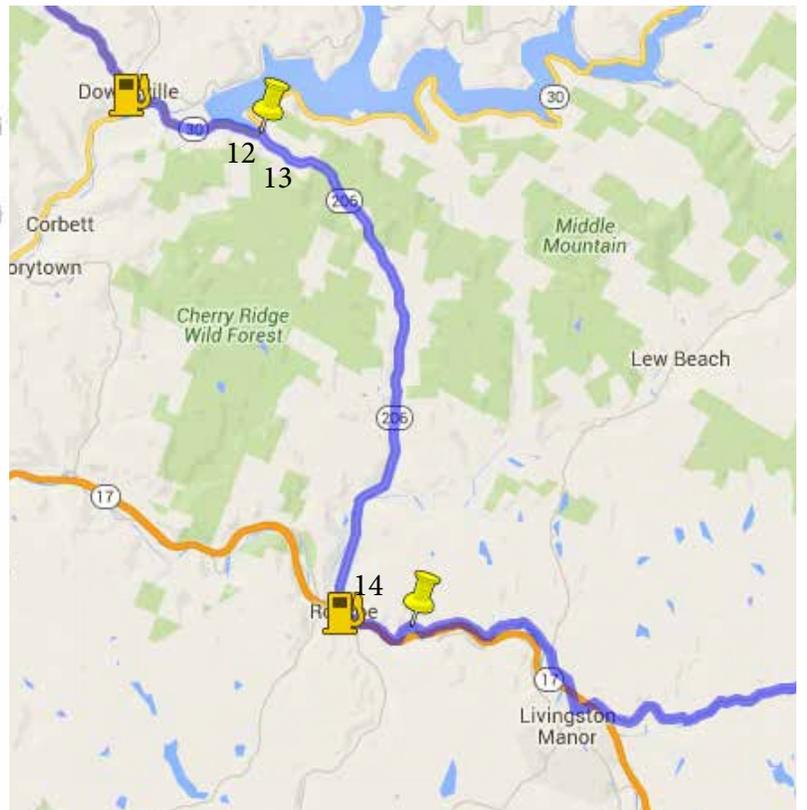
- ↑ 11. Bridge St turns left and becomes NY-206 E/Stockton Ave
- 📍 Continue to follow NY-206 E

- ↷ 12. Turn right to stay on NY-206 E



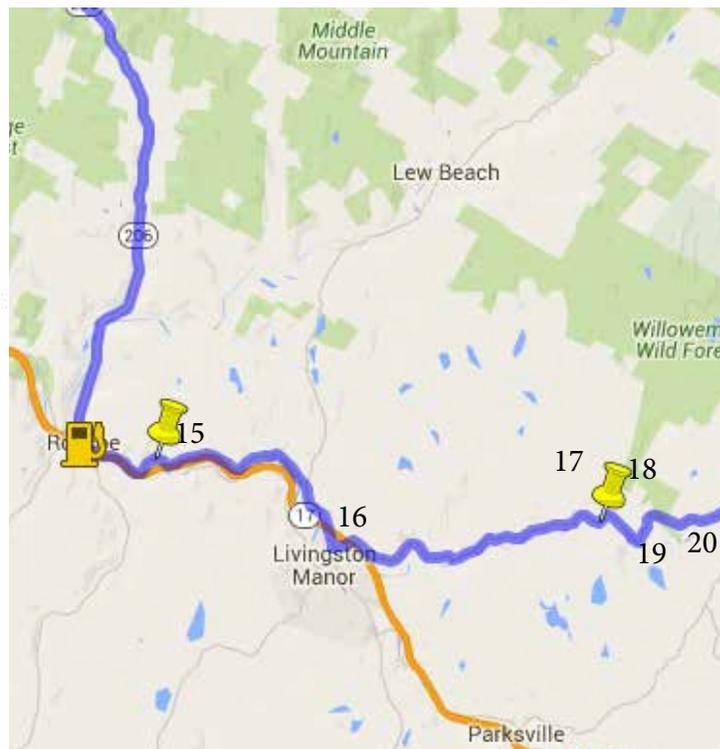
- ↑ 13. Head south on NY-206 E

- ↑ 14. Continue onto Old Rte 17



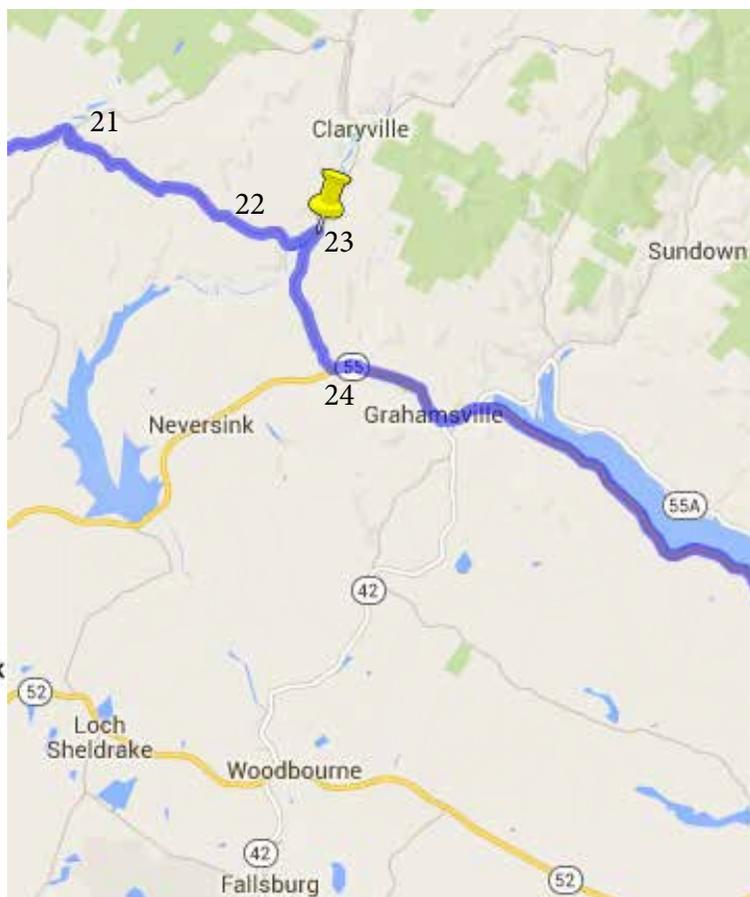
- ↑ 15. Head east on Old Rte 17 toward Burnt Hill Rd
4.6 mi
- ↶ 16. Turn left onto DeBruce Rd
5.7 mi

(There is a "County Route 81" sign at the intersection. We didn't see a "DeBruce" sign.)



- ↑ 17. Head northeast on DeBruce Rd
0.1 mi
- ↑ 18. DeBruce Rd turns right and becomes Willowemoc Rd
1.2 mi
- ↑ 19. Continue onto De Bruce Rd
0.6 mi
- ↑ 20. Continue onto Willowemoc Rd
1.9 mi
- ↘ 21. Turn right onto Hunter Rd
5.4 mi

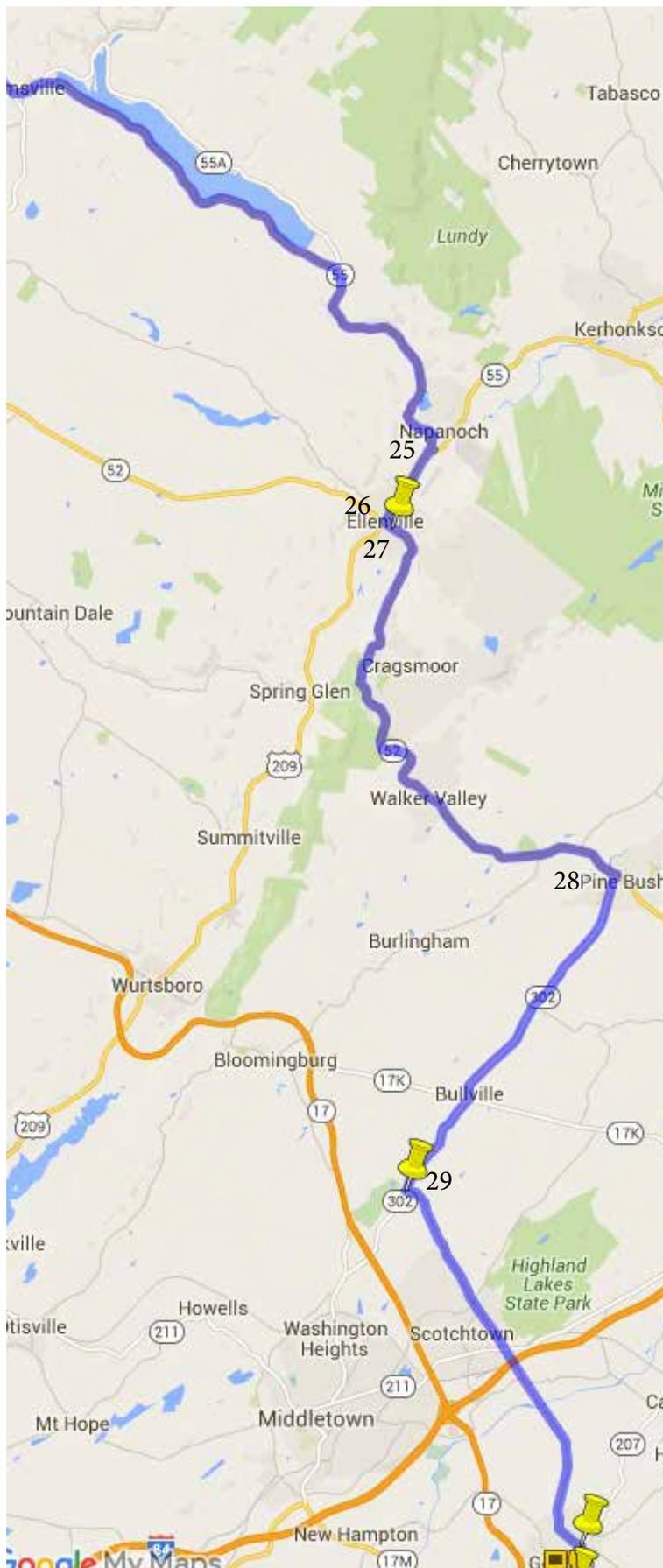
(Hunter Road not Hunter Lake Road. Its the 1st right after the "Barn Quilts of Neversink Sign and a bridge over the Willowemoc.)



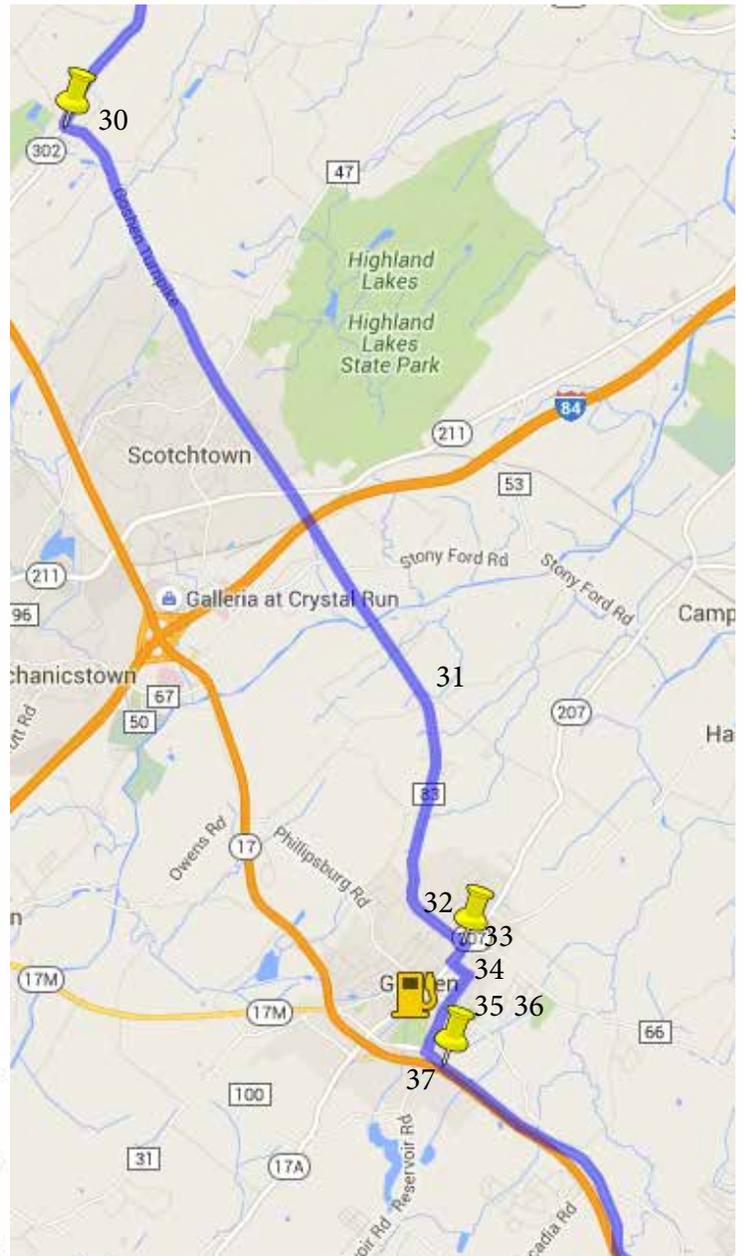
- ↑ 22. Head southeast on Hunter Rd toward Claryville Rd
36 ft

- 23. Turn right onto Claryville Rd
2.6 mi
- 24. Turn left onto NY-55 E
16.1 mi
- 25. Turn right onto US-209 S
1.8 mi
- 26. Turn left onto Center St
0.2 mi
(Center St. is NY-52)

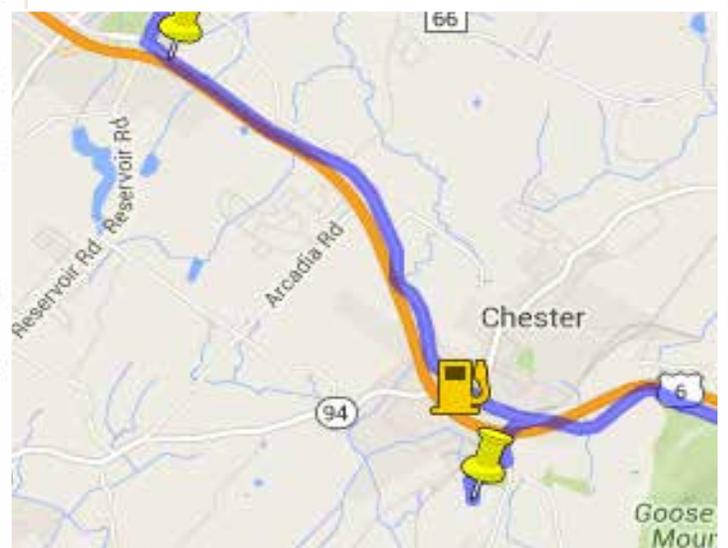
- ⬆ 27. Head southeast on NY-52 E/Center St toward Ann St
 - Continue to follow NY-52 E
12.0 mi
- 28. Turn right onto Route 302/NY-302 S/Maple Ave
 - Continue to follow Route 302/NY-302 S
8.1 mi
- 29. Turn left onto 101/Goshen Turnpike
72 ft



- ↑ 30. Head east on 101/Goshen Turnpike toward Cardinal Trail
 ⓘ Continue to follow Goshen Turnpike
 5.6 mi
- ↑ 31. Continue onto Scotchtown Rd
 3.1 mi



- ↑ 32. Head southeast on Scotchtown Rd toward Main St
 43 ft
- ↘ 33. Turn right onto Main St
 0.2 mi
- ↙ 34. Turn left onto Orange Ave
 0.2 mi
- ↘ 35. Turn right onto Parkway
 0.3 mi
- ↑ 36. Continue onto South St
 0.5 mi
- ↙ 37. Turn left onto NY-17M E/Chester Ave
 ⓘ Continue to follow NY-17M E
 4.2 mi
- ↘ 38. Turn right onto Co Rd 13/Kings Hwy
 0.4 mi



- ↘ 39. Turn right onto Leone Ln
 472 ft

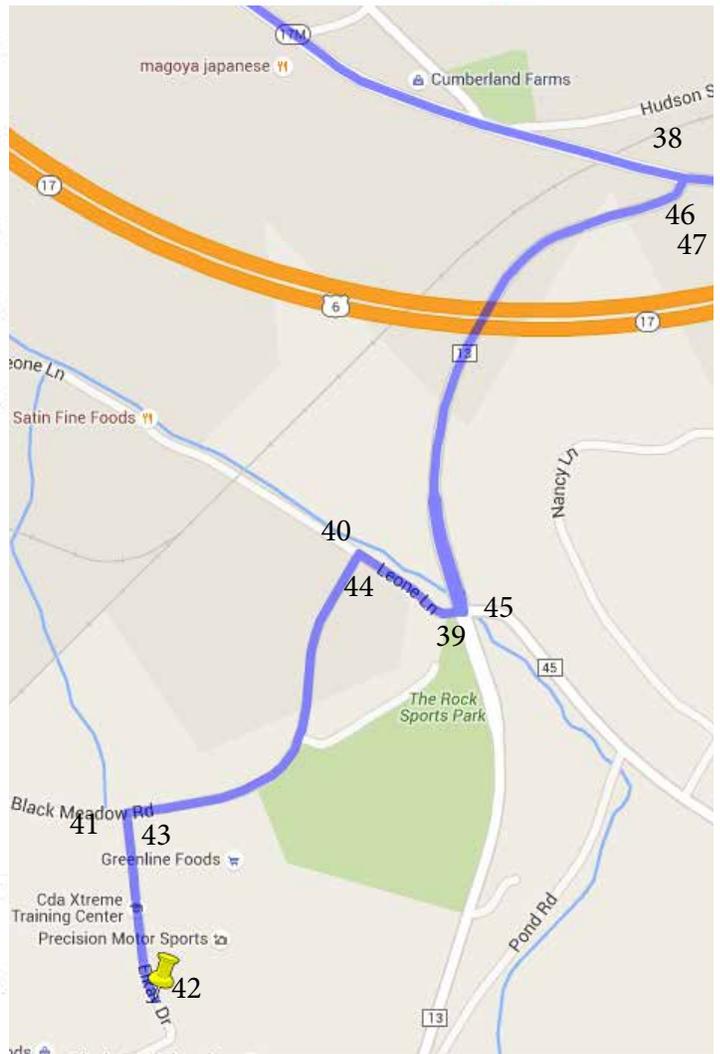
- ↶ 40. Turn left onto Black Meadow Rd

- ↶ 41. Turn left onto Elkay Dr

- ↶ 42. Stop @ the Lotus Shack for dinner

- ↷ 43. Turn right onto Black Meadow Rd

- ↷ 44. Turn right onto Leone Ln



- ↶ 45. Turn left onto Co Rd 13/Kings Hwy

 - ↷ 46. Turn right onto Brookside Ave

 - ↷ 47. Slight right onto NY-17M E/Brookside Ave
- i** Continue to follow NY-17M E



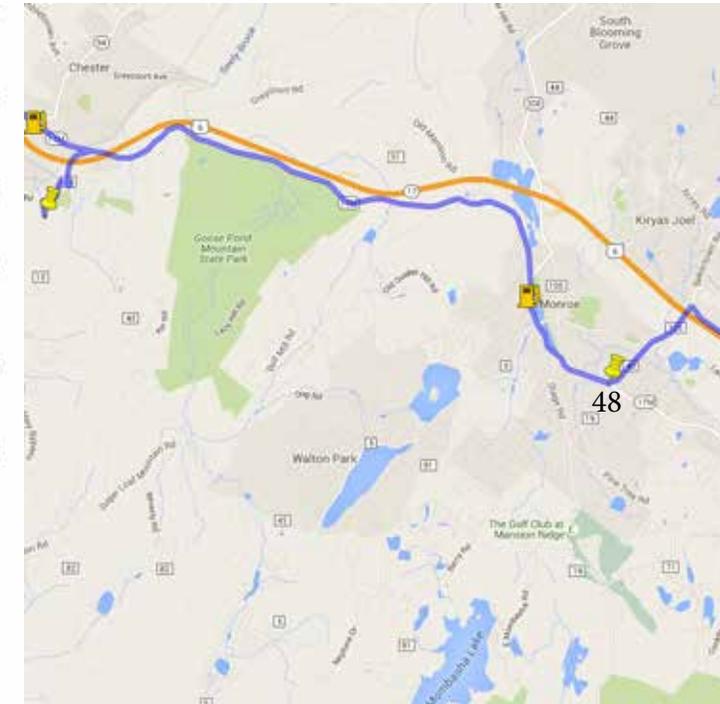
- ↶ 48. Turn left onto Freeland St

- ↑ 49. Continue onto Bakertown Rd

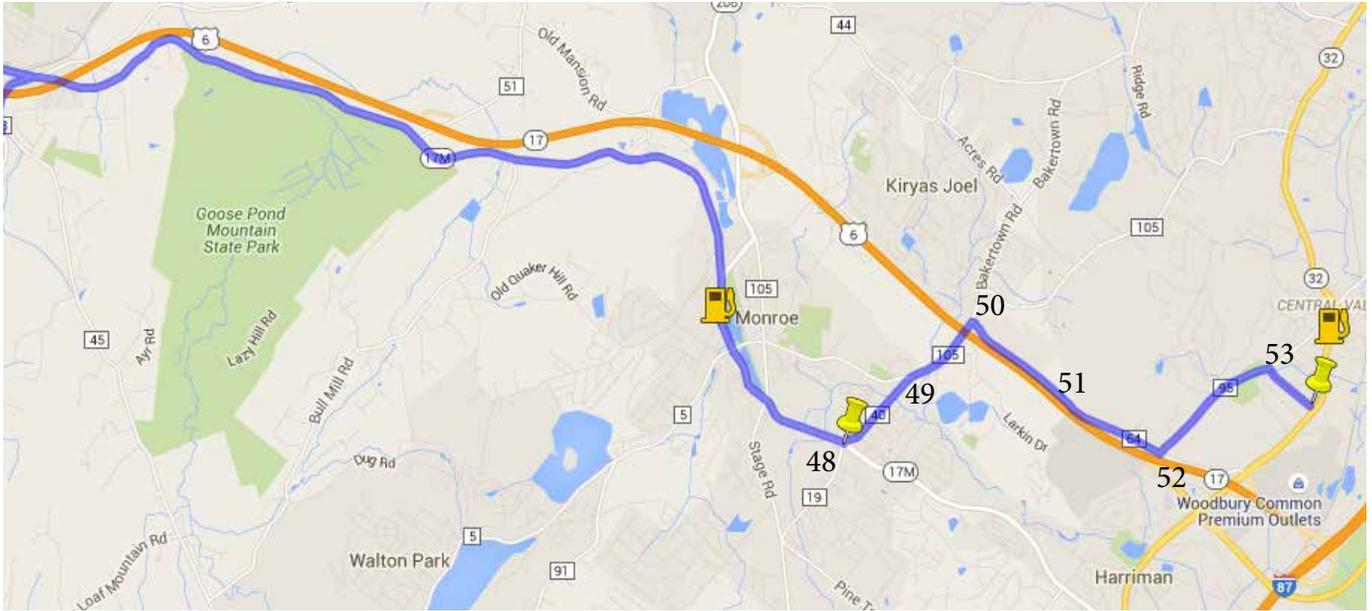
- ↷ 50. Turn right onto Dunderberg Rd

- ↑ 51. Continue onto Nininger Rd

- ↶ 52. Turn left onto Dunderberg Rd

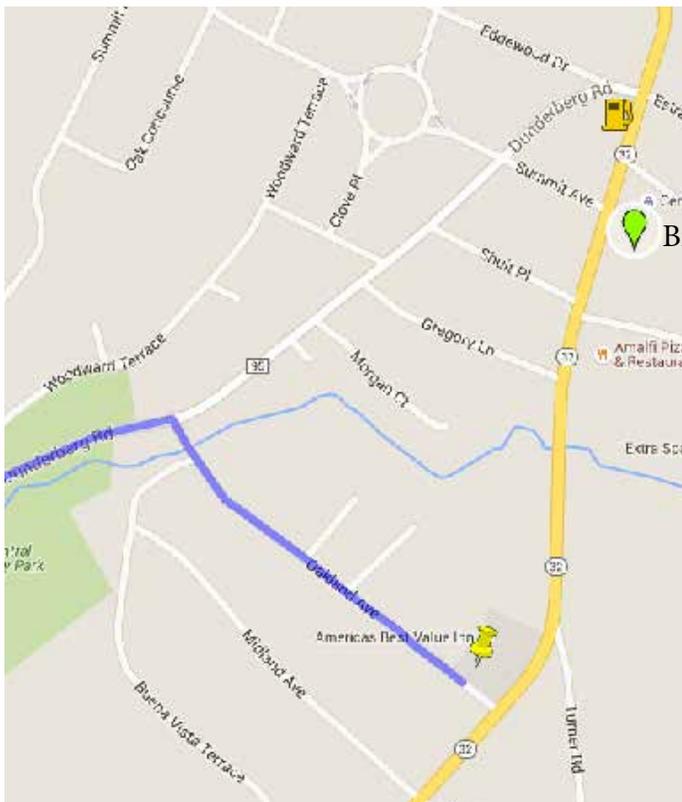


- ↷ Turn right onto Oakland Ave
- i** Destination will be on the left
- 55 s (0.3 mi)

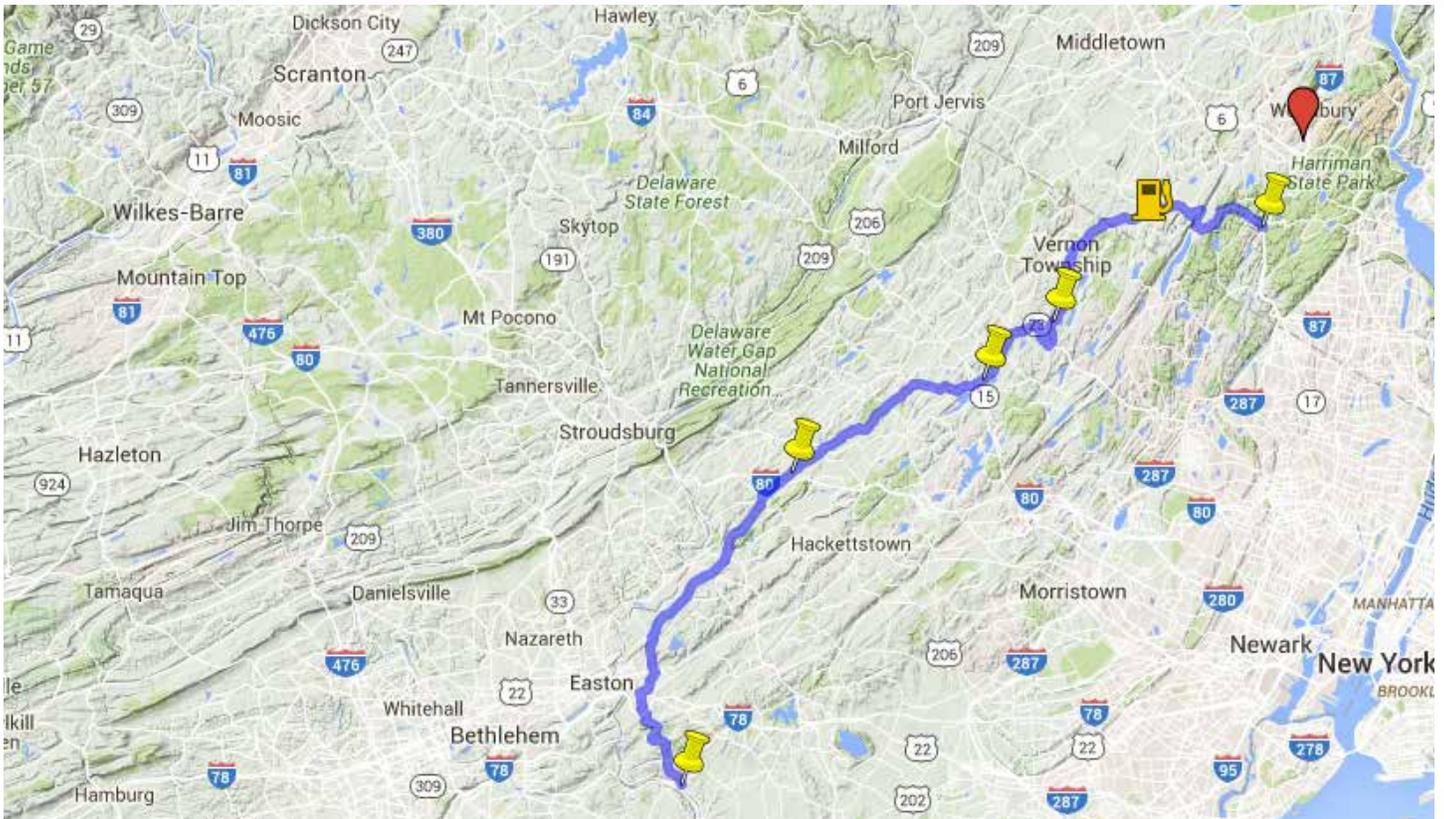


139 New York 32
 Central Valley, NY 10917

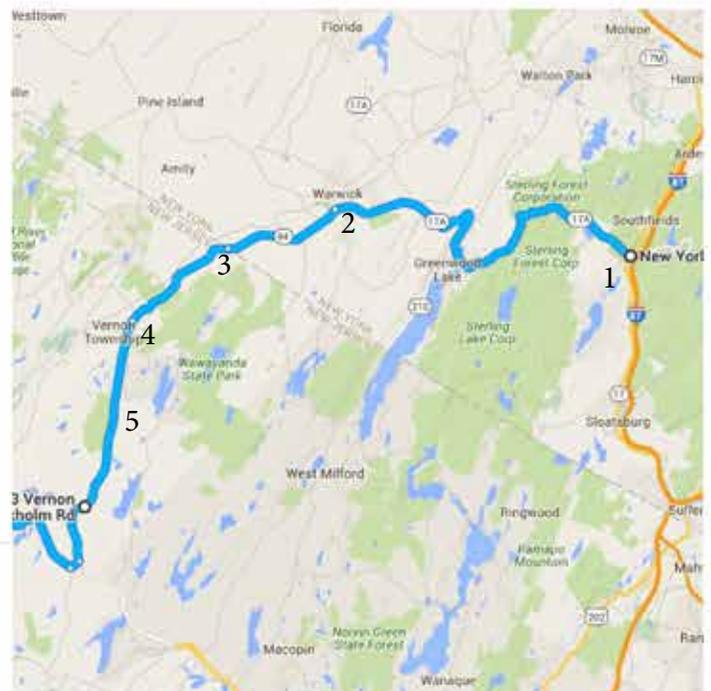
The Bright Star Diner and a Sunoco Station are about a half mile north of Americas Best Value Inn on Rt.32.



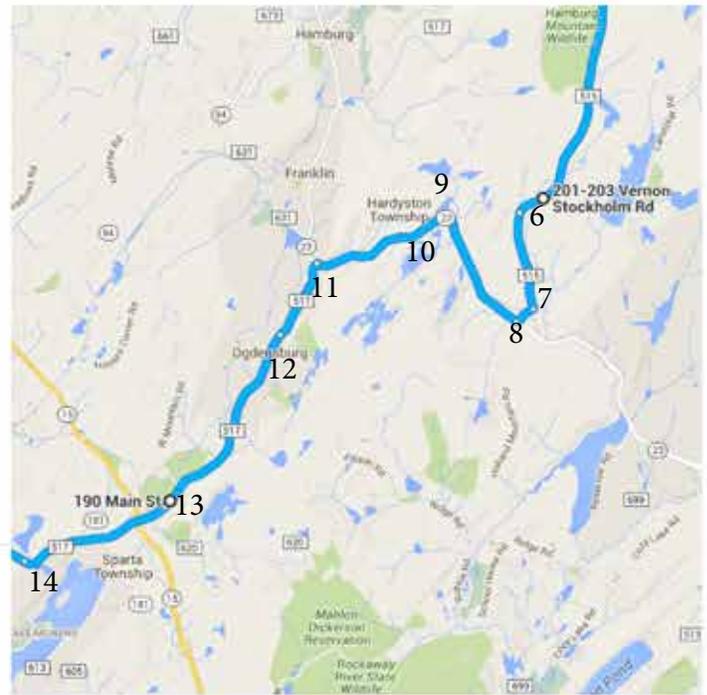
Bright Star Diner



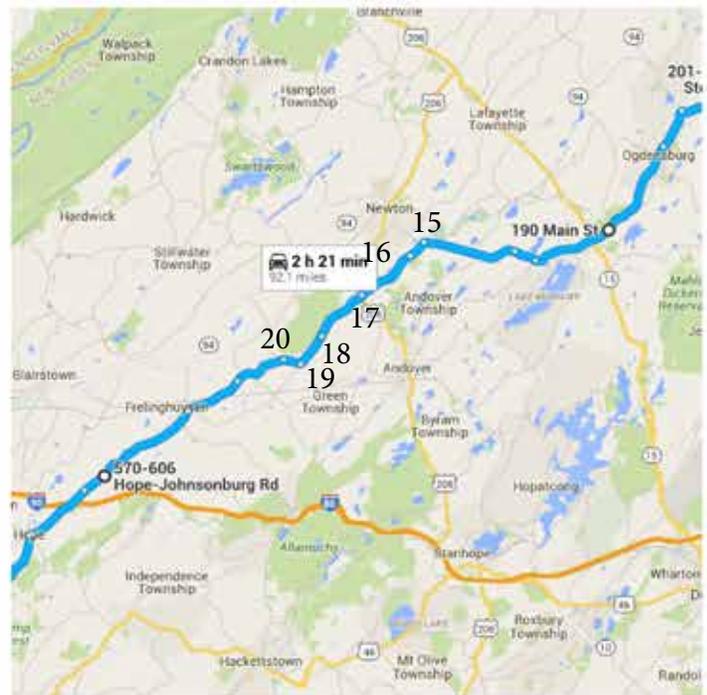
- ↑ 1. Head northwest on NY-17A W
13.6 mi
- ↶ 2. Turn left onto NY-94 W/Oakland Ave
Continue to follow NY-94 W
Entering New Jersey
3.8 mi
- ↑ 3. Continue onto NJ-94 S
4.0 mi
- ↑ 4. Continue onto Co Rd 515/County Rd 515
Continue to follow Co Rd 515
6.1 mi



- ↑ 5. Head west on Vernon Stockholm Rd(515) 0.4 mi
- ↑ 6. Continue onto Stockholm Vernon Rd(515) 1.6 mi
- ↗ 7. Turn right onto Snufftown Rd 0.3 mi
- ↗ 8. Turn right onto NJ-23 N 4.3 mi
- ↖ 9. Turn left onto Munsonhurst Rd(517) 1.3 mi
- ↑ 10. Continue onto Main St(517) 3.3 mi



- ↑ 11. Head southwest on Main St toward Station Rd(517) 0.1 mi
- ↑ 12. Continue straight onto Co Rd 517 2.5 mi
- ↑ 13. Continue onto S Sparta Ave(517) 0.7 mi
- ↑ 14. Continue onto Newton Sparta Rd(616) 3.0 mi
- ↖ 15. Turn left onto Yates Ave 0.6 mi
- ↑ 16. Continue onto Stickles Pond Rd 2.0 mi
- ↑ 17. Continue onto Greendale Rd(611) 1.9 mi
- ↑ 18. Continue onto Wolfs Corner Rd(611) 1.1 mi



(Stickles Pond Rd. turns into rt 611 when it crosses Rt 206.)

- 19. Turn right onto Shotwell Rd(608)

 0.5 mi
- ↶ 20. Turn left onto Hibler Rd

 1.7 mi
- ↑ 21. Continue onto Dark Moon Rd(519)

 1.9 mi
- ↶ 22. Turn left onto County Road 519/Johnsonburg Bypass Rd
 - 📍 Continue to follow County Road 519

 3.5 mi

(After Hibler Road follow Rt 519 to the Ship Inn)



(These roads are all Rt. 519)

- ↑ 23. Head southwest on Hope-Johnsonburg Rd

 0.8 mi
- ↑ 24. Continue onto Johnsonburg Rd

 2.2 mi
- ↑ 25. Continue onto High St

 0.1 mi
- ↶ 26. Turn left onto County Road 519/Hope Bridgeville Rd
 - 📍 Continue to follow County Road 519

 9.8 mi
- ↶ 27. Turn left onto Phillipsburg-Belvidere Rd

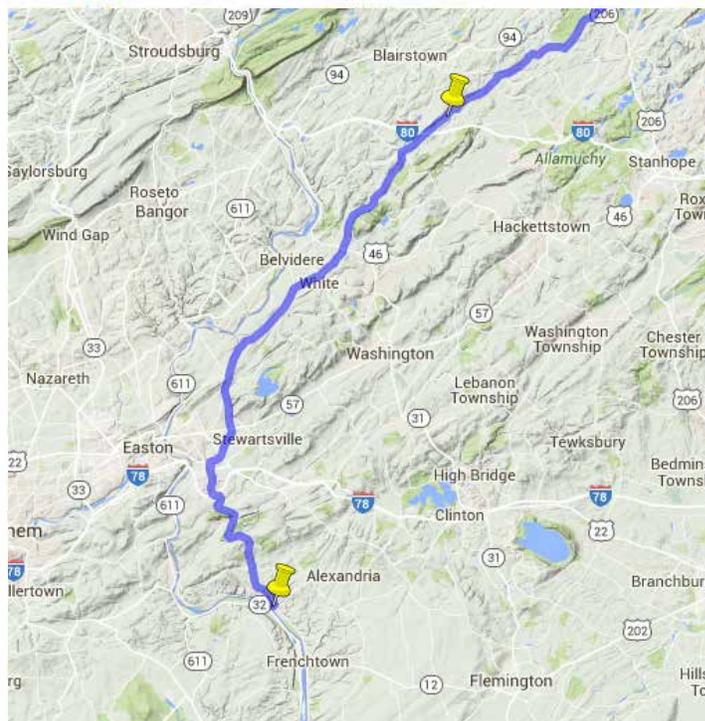
 2.1 mi
- ↑ 28. Continue onto Belvidere Rd

 4.3 mi
- ↶ 29. Slight left onto County Road 519/Uniontown Rd
 - 📍 Continue to follow County Road 519

 4.7 mi
- ↶ 30. Turn left onto NJ-122 E

 0.2 mi
- 31. Turn right onto 3rd Ave

 1.1 mi



- ↑ 32. Continue onto County Road 519/Springtown Rd
[Continue to follow County Road 519](#)
2.3 mi
 - ↗ 33. Slight right to stay on County Road 519
328 ft
 - ↗ 34. Slight right onto Riegelsville Warren Glen Rd
0.3 mi
 - ↖ 35. Turn left onto Milford Warren Glen Rd
5.3 mi
 - ↑ 36. Continue onto Water St
0.7 mi
 - ↘ 37. Turn right onto Bridge St
240 ft
-



(Immediately after the right on Bridge there is a church parking lot on the left. Being Sunday, I don't know how full it will be. There is also a bank lot on the right past the Ship Inn.)

Nuclear Family (1976 Triumph TR6 - Red)

Driver: Darel Matthews

Co-Driver: Kellie Matthews



Team Nuclear Family consists of Darel and Kellie Matthews, driving a 1976 Triumph TR6. This Triumph was bought new by a lady in Wilkes-Barre, PA and immediately moved to Texas, where she drove it until 1985, when it would no longer pass inspection. The car was parked under a tarp and sat until the early 2000s when the original owner moved back to Wilkes-Barre, bringing along the (non-running) TR6. She then sold the (still non-running) car to a good friend of Team Nuclear Family, who pushed it into his barn for a few more years. Darel bought the car in the spring of 2013, and proceeded to spend much of the summer doing a complete mechanical restoration on it, with the help of the Little Nukes, Nick and Natalie.

After getting the car running again, and redoing the interior (complete with working 8-track player), Darel and Kellie began entering TSD rallies with the Triumph. It has done several rallies of 100-150 miles or so, but the 2015 ABRR will be its' first, and its' longest drive yet. Recently Kellie has sunk deeper into the old-car game with the recent acquisition of a 1965 Volvo 1800s, which is better suited to hauling the Little Nukes around than the TR6.

Oh, and what's the story with the team name? Darel and Kellie are both former Air Force missileers, and spent six years in a bunker 100 feet underground in Montana waiting patiently to launch ICBMs, before starting their own nuclear family.

The MG A-Team (1960 MGA - Red)

Driver: Russ Sharples

Co-Driver: Dave Sharples



The MG A-Team is back for a third crack at the ABRR!

The MGA-Team is Russ Sharples with his son Dave driving Russ's 1960 MGA 1600 "Bonnie". Russ got Bonnie during his second mid-life crisis in October of 2011 when he realized that his 1993 Miata, "Bombita", acquired for his first mid-life crisis, just didn't have the needed spirit. Russ says that the difference between driving Bombita and driving Bonnie is like the difference between sleeping in a hotel and camping. Part of the fun of a 50 year old car with no windows is the marvel that it works at all. It's not fast, but it is a blast to drive with a spectacular exhaust sound.

Russ and Bonnie did the ABRR in 2012, when he drove solo the 750 miles round trip from NJ up to Hemming's in Bennington VT and back. It was a fantastic drive with spectacular fall colors. The success of those 750 miles convinced Russ that it was possible to drive Bonnie down to Asheville NC for the June 2013 national MGA meet. A total of 2100 miles in 10 days on some of the most scenic roads in the east like Skyline Drive and the Blue Ridge Parkway, including summiting Mount Mitchell, the tallest mountain east of the Mississippi (Bonnie was wheezing a bit at the top). Russ, Dave, and Bonnie can't wait to do New York this fall in the 2015 ABRR Rally class!

Team DVT (1974 Triumph TR6 - Green)

Driver: Bob De Lucia
Co-Driver: Dave Kane



Bob says:

Fourth time running the ABRR. Ran the first drive in 2008 in a 1991 Jaguar XJ6 with my wife Joyce. Ran the next two drives in a roadster 2000 Jaguar XKR solo. Planning to run TR6 in this drive, co-driver TBD.

Have owned the Triumph TR6 since 1999. I think I am the 3rd or 4th owner according to sketchy records. Unusual "Mallard Blue" color. The dash, steering wheel, door rockers were all replaced, as well as hand-made transmission well speaker inserts. All were all bought in England, and brought back by me. Purchases were at the "Triumph Parts and Spares Day" traditionally held in late February/early March in Stoneleigh (near Coventry). Restoration work has been done at "Ragtops and Roadsters", as well as "Triumph Rescue". The TR6 just made a round-trip to West Virginia in May for the 2015 Kastner Cup weekend at Summit Raceway.

Bob is the current Director of the Delaware Valley Triumph, Ltd. Previously he has been the DVT Newsletter Editor. Bob also was the VTR Director for the Delaware Valley Triumph when they hosted the national Vintage Triumph Register convention in Valley Forge, in 2007. That is still probably the largest national VTR, with close to 600 people, and over 300 Triumphs.

Bob is also a member of the Delaware Valley Jaguar Club.

Bob is a certified free-lance Classic Car Journalist with articles in many publications, and press credentials for various classic car events (most recently credentialed for the Concours d'Elegance

Regency Ramblers (1979 MGB - Orange)

Driver: Barry Shandler
Co-Driver: Howard Dohrman



The "Regency Ramblers" team is composed of Barry Shandler, driver, and Howard Dohrman, navigator. We are neighbors living in the Regency at Monroe adult community and both have MGB's.

I succumbed to the lure of the sports car in 1961 when I traded my '55 Pontiac Star Chief hardtop for a 1958 Fiat 1200 roadster. I loved it, but traded it in on a new 1963 TR4 which I had until the day my fiancé became too nervous about using the clutch and could not get it up the driveway into Howard Johnson's. It was soon traded in for a 1964 Olds Cutlass.

Time goes by and three years ago another neighbor of mine bought a 1953 MGTD which rekindled my sports car interest resulting in the purchase of a completely restored, orange, 1979, 5-speed MGB rubber bumper. It was owned by a doctor who put scads of money into it but then traded it for an MGTD. I have a lot of confidence in this MG and look forward to the Reliability Run.

Howie Dohrman owned a Mitsubishi 3000 VR-4 for many years when he was living in Harrisburg. Like Barry, he traded it in soon after he was married. Soon after Barry bought his 79 MGB, Howard felt the urge for a sports car again and visited the same dealer who sold Barry his car. Howie found a suitable blue, 1980 MGB rubber bumper into which the dealer put a lot of effort, changing the front end to a chrome grille setup, repainting the car and fixing many smaller details.

We are both members of Positive Earth Driver's Club and enjoy going to car shows, cruises and special events like the "Run".

Rubber Soul (1965 Triumph TR4A - Gold)

Driver: Marc Roland

Co-Driver: Jim Cuce



This is the second British Reliability Run Marc Roland is participating in. His first was in 2008, as a co driver with Clive Thornes in Tiger's Tale. Marc is the club librarian for the Delaware Valley Triumphs. He has been involved with the DVT for 10 years. Growing up, he was always interested in cars. Reading many Peter Egan articles, he fell in love with the cute, inexpensive English Sports car (that needed occasional care and attention). He knew someday he would grow up to own his own Triumph or MG. Triumph chose him when he stumbled across a barn find TR250 in 2003. He sold that car to Australia, right before his son arrived in 2006. He never drove that one, but for \$50 less, he purchased "Goldie" a 1965 Triumph TR4a from a fellow DVT member.

Marc's co-driver is Jim Cuce. Marc and Jim work together at Manheim auctions. Jim owned a 1979 Triumph Spitfire, which he traded with a friend a 71 Chevelle. He took over the payments on the Triumph, and drove it until 1983, when he traded it in on a Dodge Omni. He drove the Triumph on a round trip to Ohio with his future wife in 1980. He had but three cassettes to listen to : The Cars, Janis Joplin, and Pink Floyd. He recalls he arrived home with grease all over his teeth from being eye level with the tractor trailers. It hasn't spoiled his admiration for convertibles. Jim is known to be looking at MG Midgents for sale on line. Instead he will join Marc for this journey. Marc and Jim share a lot of music interests in common, including the Beatles, so the team was named for the Beatles Album that arrived the same year as Goldie.

Goldie is celebrating it's 50th anniversary this year, having rolled off the Assembly line 14 January 1965. It has already completed a 600 mile journey to West Virginia this year for the Kastner Kup race at Summit Point. Goldie is a three owner Triumph, having been purchased new by an MIT student in Boston. That owner sold it to Ed Aucott in the early 90s, when he bought a De Tomaso Pantera. It had been sitting a few years. Ed got it running, and cleaned up some of the mechanicals before selling it to Marc Roland in August 2006. Goldie wears its 1971 GM Nugget Gold paint job proudly. It may have mismatched and peeling paint, missing carpet, faded and cracked interior trim, but Goldie goes where it is asked every time. It performs admirably in all conditions, enjoying every ride it gets. It is a true Driveable Dream. This year will be it's two longest adventures since Marc has been the caretaker of the car.

I Coulda Had A V8 (1967 MGB GT - Red)

Driver: Ray Waugh

Co-Driver: Caroline Waugh



Team "I Coulda Had a V8" is a husband and wife team of Ray & Caroline Waugh, a couple of born again gear heads. We both had some interesting cars in our youth (1967 VW Bug, 1974 V6 Capri, 1987 Alfa Romeo Milano), but moved into the land of station wagons and mini vans while raising a family. However, the car bug must have been in the genes as our son dragged us back into the car scene as a teen (he is currently planning on swapping a V8 into his Miata). It started with his rebuilding and modifying a 2000 VW Golf. Caroline ended up helping him quite a bit, and caught the bug herself. After his project was done, she took the plunge and bought a 1992 Miata in need of some freshening. One thing led to another, and before I knew it, I was hooked as well and up to my elbows in Miata modifications. Next, I found myself haunting car web sites and came across MG's with V6's and V8's stuffed under their hoods.

We bought our 1967 MGB GT back in January of 2014 from a gentlemen down in Georgia. I've always loved the lines of the GT, and was thinking of buying a project one with which to do a V6 swap, when I found one with a GM 2.8L V6 for less than I could build it for. It needed some loving when we got it, and we've been slowly working on improving it. It got a new paint job and a Rover V8 style hood last summer, but sadly that was also about the time that we diagnosed a growing engine knock as a failing connecting rod bearing. But, when one door closes, another opens. I looked at this as a chance to build it bigger, stronger, faster, and low and behold, I found a used 3.4L V6 from a '94 Camaro at a bone yard just down the road. If plans come together, that's what will be powering our GT on the ABRR.

This will be our first ABRR, but not our first event in the MGB GT. Last year we took it up to Watkins Glen for the Grand Prix Festival weekend, and SVRA races. MG was the feature marque, and we participated in the Tour de Marque along with about 120 other assorted MG's. We even got to take our GT out on the Watkins Glen track, albeit behind a pace car, but still a lot of fun. So here we are, looking for a another adventure in a fun car.

MINI Madness (2013 MINI Cooper S - Red)

Driver: Ralph Fenner

Co-Driver: Becky Fenner



I've always been interested in anything with an engine in it. I'm currently licensed in PA to drive anything with wheels on it (motorcycle to tractor trailer). I was crazy for muscle cars while in high school, owning a '66 Corvair Corsa and later a '67 Ford Fairlane GT convertible. I started noticing while fun in a straight line, muscle cars didn't do too well around corners. I started becoming interested in sports cars and bought a new '73 MGB. It was fun in the corners and straights!! I spent a lot of time driving back roads and doing rally events.

After some years, I needed something more practical and sold the MG. I can now skip ahead to 1990 when Mazda introduced the Miata. That's when I made up my mind I was going to buy one, "One of these days." A little over 6 years ago I was informed I had cancer and I may not have a lot of "those days" left. Around the same time, a friend was selling a '94 Miata. I bought it, joined the local Miata club and have been having a great time driving with friends ever since.

In the spring of 2011, I traded the '94 for the 2004 Mazdaspeed Miata I currently own. The cancer is gone, along with a kidney. I learned the lesson that life's too short, don't put things off.

All this leads up to 2013 when I was in need of a new daily driver. My former love of British sports cars and previous driving experience with MINI owners led me to the local MINI dealership. I couldn't resist a R56S in the Chili Red/White colors I love. Not only is it my daily driver, but I use this car in many driving events throughout the year. This will be the second ABRR event my wife and I have done with this car.

Team GT (1974 MGB GT-V8 - Black)

Driver: Pete Cosmides



This will be my 4th time participating in the ABRR, and 3rd time with this Factory built GT V-8.

A lifelong MG enthusiast, and 40 year owner of my 1975 MGB, purchased new by my (young!) self, I'd had my sights set on this particular rare MGB GT V-8 for over a decade. Having been friends with it's previous owner, I hounded him to sell me the car just about every time I saw him at shows.

The phone call from him finally came back in 2007, he was ready to sell. I wasn't quite financially ready to buy, but after quickly selling off a few other MG's in my stable I finally made the V8 mine and haven't looked back. It is the MGB that British Leyland should have offered here in the US, but never did. Not fast like Sunbeam Tiger fast, but very "capable" and smooth...a Grand Tourer for sure.

What better car to drive on this fantastic touring event!?

Traveling Cranberries (1975 MGB - Red)

Driver: Landon Hunter

Co-Driver: Renee Hackman



Landon has been a British car fan ever since he got his first ride in his big brother's Triumph GT 6. He finally got to begin his own personal journey of ownership when being asked to restore a Tahiti Blue 1974 MGB. The car was surveyed and deemed so far gone that the owner decided to get rid of it...cheap! 3 years of stubborn careful restoration with the deletion of the rubber bumpers and a lot of rust repair later and now you have the Snap-On Cranberry chrome bumpered car carrying this duo from Lancaster Pennsylvania in their first event. Landon hopes that participating in the Reliability Run will be the way this couple can further extend their passion for the hobby than just polishing and showing. Landon's navigator Renee Hackman is new to both the hobby and the event, and has such a fantastic spirit she has virtually bought into it sight unseen.

They both can't wait to see what happens with this new experience, and during their favorite season too!

Ticking Tappets (1961 Morris Minor - Green)

Driver: John Kruczek

Co-Driver: Denise Kruczek



As British car enthusiasts we know what it feels like to be the odd man out. After all, most Americans into cars are into muscle cars, 50's cars or the really old vintage types, but in any case they like American cars. British cars are viewed as quaint, unreliable, underpowered and undersized novelties you admire for the second or two it takes to pass them. They are what men having a mid life crisis buy.

My goodness, if that's the case, what then have I done? I didn't run out and buy a convertible two seater when middle age struck, no, I bought a Morris Minor. Why, that's the car Gram takes round the stockist to get a packet of crisps and the Daily Mail. Who's looking twice at that? In fact at most Brit car shows you must walk thru fields of MG and Triumph two seaters divided up into countless categories and when they finally end a long gap appears on the turf... and as you peer into the setting sun, there, at the end of the field the silhouette of a single, odd vehicle can be seen. That my fiends is the curiously named class "Saloons - Other" and the car is usually mine. Truly, I am the odd man out on the odd team out... and I wouldn't have it any other way.

Oh sure, my first car in 1982 was a white '72 Spitfire, and I am not averse to getting a convertible in the future (or two, or more... as time, space and finances allow) but to me the true novelty of British motoring is found in the Saloon class - The Standard 10, the Wolseley Hornet, The Austin A35, the Riley 1.5, the Hillman Minx...and of course the Minor. Cool little cars regular people drove, and they are even more special because you never see them. It's my hope to expose more people to these cars and so in time increase their popularity.

As for our Mog, it spent most of its' life in Wyoming and came east sometime in the new millennium. I am the third owner in the chain of restoration since then, although it was the previous owner who put a Mr. Magoo name sticker on. Since it is considered bad form to change once a Moggie is named, Mr Magoo the car is. (Although there is still family infighting going on about that) As to the ABRR, I know the car can make it... it's my own reliability that's in question...

Team TreVoR (1985 TVR Tasmin - Red)

Driver: Ben Roth
Co-Driver: Angie Roth



Our Tasmin found its way to our house as in the spring of 2009 as an ebay purchase from the Southwest where it had sat since the early 90s abandoned in the desert. 6 years and 25 thousand miles later the car has been joined in the litterbox by 4 big cats (3 Jags and a Triumph Tiger) just to make sure that we have a running vehicle on most days.

This will be our first Reliability Run but we tend to gravitate towards car events that support a cause or are designed to attract non-enthusiasts to enjoy the uniqueness of British engineering so this should be a great fit. Actually, I have yet to tell my understanding wife that this will be our anniversary get away this year instead of the Positive Earth Brits on the Beach show she claims to enjoy. As with any married couple we do have that difficulty with driving directions so I figured we might as well go all out and try the rally option. Wish me luck breaking the news.

Team Thana (1976 MG Midget - Red)

Driver: Thane Tagg
Co-Driver: Dana Fancher



“Thane & Dana, ‘THANA’, were high school sweethearts years ago and enjoyed many adventures together in jeeps and cars. Always in love with sports cars we enjoyed the New Hope car show together as teenagers. After a short break, 32 years, we are back together and enjoying life as it always should have been. When looking for our first sports car together, we found the 1976 MG Midget. It was owned by our long time friend at whose house we first met. It was meant to be. The Midget is now part of the family consisting of 3 jeeps and a military deuce & half.

This will be our first ABRR and we are looking forward to a great event with all the teams and people involved for such a great cause.”

Team Too Leight (1980 Triumph TR8 - Green)

Driver: Mike Engard
Co-Driver: TBD



Mike has been a British Car enthusiast since he bought his first TR-3 in the mid 70's. Many British Cars later he started Ragtops & Roadsters. An avid British automobile enthusiast himself, he understands the concerns of the Special Interest car owner. He currently owns two British cars, a 1970 Rover 3500S, a 1980 Triumph TR8.

The TR8 is a recent purchase; a convertible after 20 years with only the Rover. This will be its first big journey in Mike's hands.

Team 3umph (1972 Triumph GT6 - Silver)

Driver: Dan Tinsman

Co-Driver: Sherry Tinsman

Sherry and I have been involved in the whole British car thing for a long time. It started for me when I met her. It started for Sherry the day she was born in the south of England. Soon after we were married, being jealous of her brother Kevin's Spitfire, I traded my '55 Chevy Truck for a TR6. The TR6 has been on the Reliability Run twice, so we thought we'd give his little sister a go. I bought the GT6 three years ago. I haven't touched the exterior, but I've redone most of the interior and added a lot of insulation. I've also added a Ford T-9 5 speed and a new exhaust system. She's now a joy to drive. We just hope she holds together for the weekend.



I got involved with the ABRR in 2008 when it came to the east coast. I've planned all 5 routes, Sherry and I have scouted 4 of them, and I've participated in 3. Both of our daughters have been on the run and now it's Sherry's turn.

Let's hope for good weather.

Team Luddite (1974 Triumph TR6 - Yellow)

Driver: Jeff Bowden

My name is Jeff Bowden and this will be my 3d ABRR - all driven in my 1974 Mimosa Yellow TR-6. More about the car in a moment, but first a word about Luddite.



For those who don't know, a Luddite, in common parlance, means a technophobe. Since the Industrial Revolution ("1770 - 1830") the term has been used to describe those who fear and rally against industrialization. The name (apparently) comes from a Ned Ludd who was an early exponent of burning down the newly constructed (loom) factories. My older brother often calls me a Luddite when I express doubts about some new social media or new gadget. (So it's a term of endearment that brings a smile). And who in this group hasn't paused at times in life and asked, "Is this new and improved thing really better?"

Anyway: I'm the fourth owner of this TR-6. It was purchased new in 1974 from a PA dealership and was kept as a "week-end, second car" by its first owner. After 6 seasons he sold it to his veterinarian who used it the same way for another 7 seasons. He sold the car to owner number 3 in 1987 when the car received an exterior only paint job. Owner 3 sold me the car (with records) in 1996 and I have had it for the past 19 seasons.

The car has been continuously registered, insured and driven every year since 1974. With 79,500 miles currently on the speedometer, it has averaged between 1500 - 5000 miles per season. And for the past 41 years the car has been garaged and not used in winter.

The car has never undergone a partial or full restoration. The one and only paint job is now 28 years old. And for us, the car has family heirloom cred as our children (twins) learned to drive - pre-license - on this car (almost 15 years ago).

The TR resides at our home in central NJ but is driven to our lake cabin in Western MA where it spends "May through September" each year. It's there, on the winding two lane roads of the Berkshires, that some of the best driving happens.

Team X (2004 Jaguar X-Type - Blue)

Driver: Jack McGahey

Co-Driver: Caroline McGahey



Some say that, on his last trip to Watkins Glen, he drove a TR6 in an endurance race which ended early (for his team) when he took a hard hit in Turn One. Some say he raced the same TR6 at night in the rain at Sebring and gained more than 10 positions while running on only 5 cylinders. Some say he completed the 2006 ABRR in a Triumph TR8. Some say he won't show his face in this picture because he is NOT driving a Triumph this time. We are absolutely certain all of these statements are true, but he is NOT The Stig. He is Jack McGahey.

Jack's uncontrollable addiction to driving, collecting, sometimes restoring and racing Triumph sports cars began long ago and far away when, right after graduating from college and getting a real job, he bought his first TR6 from a Triumph dealer. Jack won't say how long ago that was, but the fact that there was still a place called "a Triumph dealer" gives us a clue. Along the way Jack has owned TR6s, GT6s, TR7s, and TR8s. Note that the last sentence contained no claim that Jack ever actually drove all of those cars – some of them never ran before he got ri... ah... passed them along. Jack's current Triumph collection count stands somewhere between 8 and 12 cars – depending on how complete something has to be before you can call it a "car".

Jack is a member of The Carolina Jaguar Club and Jaguar Clubs of North America, but the Team X Jaguar actually belongs to Jack's wife: the lovely, talented, and incredibly tolerant and supportive Caroline. In 2006, following a nationwide search for just the right low mileage, used X-Type Jaguar with the rare combination of "Sport Package" and Manual gearbox (which had already been discontinued by then) Caroline bought Jack a one way flight to Tampa and sent him to fetch the car, which has been her daily driver ever since. Caroline is a software engineer who works from home. Caroline is an award winning TSD Rally Navigator, but Team X will be driving this event in the non-competitive Touring Division – because Caroline said that's what they will do, and a good Rally driver always does exactly what his navigator tells him to – and it is HER car. Jack is also a member of The Vintage Triumph Register, Fiat Club America, the Triumph Club of The Carolinas, and The Sports Car Club of America Central Carolinas Region. Before moving to North Carolina from King of Prussia, PA., Jack and Caroline were members of Delaware Valley Triumphs. Jack has raced a TR6 in The Chump Car World Series of endurance races for crap can \$500 cars with the RiffRAF Racing team and is a frequent competitor (or at least a driver) in SCCA Autocross events.

Jack and Caroline would like to encourage all their fans, friends and family to write the most generous checks possible to "St. Christopher's Foundation for Children" and mail them to Jack McGahey, 8102 Acton Court, Mint Hill, NC 28227 to deliver them to the Charity at the 2015 ABRR.

Jack wrote all of this bio himself, entirely in the third person.

50/50 Chance (1969 Rover TC - Gold)

Driver: Robert Sayre

Co-Driver: William Sayre



The Sayre brothers are Rover guys with a collection that includes a P-5, several 3500s and several TC's. The collection is a work in process and the team name reflects the Sayre brother's assessment of the odds of completing the rally without a mechanical break down. The team owns a car trailer and a AAA Premier membership both deemed necessary with a garage full of vintage Rovers. The brothers hail from eastern Pennsylvania. This is their first rally.

Rover America (1950 Rover 75 - Blue)

Driver: Dirk Burrowes

Co-Driver: David LaChance



When he's not snapping off bolt heads on his rusty project cars, Dave LaChance spends his time editing Hemmings Sports & Exotic Car magazine. He and colleague Mark McCourt entered the ABRR once before, in 2007, with his 1978 Triumph Spitfire, which fortuitously broke down, providing him with enough material to fill six pages of the magazine. This time around, he's teaming up with Rover collector Dirk Burrowes, who will be entering his first ABRR.

Dave became a British car fan before he could drive, finding himself strangely attracted to British Leyland's offerings at the Boston Auto Show. His first British car was a 1970 Triumph Spitfire, which he bought in high school, and drove until it threw a rod. Dirk has been a Rover enthusiast for decades, having learned to drive in a Rover 2000 TC, a car he still owns. (His collection also includes a freshly-restored Austin-Healey "Bugeye" Sprite, which gives him at least one car that he doesn't have to explain.) Dirk and Dave met several years ago when Dave bought a 2000 TC, and attended Dirk's annual gathering for Rover fans, Rover America.

Dirk and Dave will be motoring – there's really no other word for it – in Dirk's beautifully restored 1950 Rover 75, known and loved by Rover aficionados the world over as the "Cyclops." This is because, in England, it had a third headlamp, until a 1952 early redesign gave it a more conventional look. (U.S.-market cars, like Dirk's, had a trim piece in place of the third headlamp.) It also has a creamy smooth, 2,103cc, F-head straight-six, and hydro-mechanical brakes.

Dirk has many other beautiful Rovers in his collection. These include a 1910 Rover 8 that the team briefly considered taking on the run, before realizing that they really needed to be back at their jobs before the end of October.

Yellow Jacket Werke (1979 Triumph TR7 - Yellow)

Driver: Matt Milkevitch

Co-Driver: NA



This will be "Yellow Jacket Werke's" second ABRR, it's first successful run being in 2013. "Yellow Jacket Werke" is consists of driver Matt Milkevitch and his 1979 Triumph TR7. Matt acquired this TR7 convertible in 2009, purchasing it from it's former owner in Anapolis MD. Since acquiring it, he has completed extensive work on its suspension, carburetors, clutch system and transmission. At present the car runs very well and he drives it on a weekly basis to his work. Matt lives near Ambler PA and works at Philadelphia University teaching chemistry.

Wild Emmagination (1961 MGA - Red)

Driver: Dave Jago

Co-Driver: Emma Jago



This daddy/daughter team is no stranger to long car rides, having driven on a family trip from Pennsylvania to Florida last spring, and numerous runs to New England and Upstate New York as well. Dave and Emma are looking forward to the run, hoping they and other leaf-peepers get a face-full of Fall!

They are driving a 1961 MGA 1600, which has been in the family since it was new. Dave inherited the car in 1986, and it went through a major mechanical refresh in the early 1990's. It has been driven only a couple dozen times since then. Recently it came into Ragtops & Roadsters and is getting some last-minute suspension work, fluid changes, a bit of "tightening up" and new tires. With this work, and a little luck, "Wild Emmagination" hopes to avoid "the Car of Shame" and run the open road as this car was intended.

Big Six (1970 Triumph 2000 Mk2 - Gray)

Driver: Steve Oertwig

Co-Driver: TBD



Bio coming soon...

Healeys R Us (1959 Austin-Healey 3000 - White/Red)

Driver: Steve Feld

Co-Driver: Nick Ferrant



Retiring in 2009 Steve bought his 1959 Austin-Healey 3000 to satisfy his 40 year longing to get another Healey. His first was also a 1959 but was the earlier 100-6 model which he rolled in youthful exuberance suffering only a broken rib and gross embarrassment. Owning a Fiat 124 Spider and a TR-4A over the years didn't quench his desire for another Healey. Steve is a resident of Morristown, NJ, where he is Newsletter Editor for the North Jersey Region of the Austin Healey Sports & Touring Club.

Nick endures chronic British car fever having a 1956 MGA in college and now owning two British sports cars, a Bugeye Sprite that he purchased in 1973 and a 1958 100/6 which he is restoring. A resident of Yardville, Nick retired in 2011 and works part time at Motorcar Garage. Nick has also restored and garages two MG's for his daughters to participate in the hobby with him.

Nick and Steve are rookies in the ABRR and hope to prove that big Healeys are as reliable as other vintage British cars??!!

Team Patina (1963 Triumph Vitesse - Black/Red)

Driver: Charlie Frick

Co-Driver: TBD



While a very rare car in the US with only 679 sold, this 1963 Vitesse is well known to Delaware Valley Triumph members having participated in club events since the club's forming in 1977. Purchased in Stroudsburg, PA, in 1975 it has been well used and loved throughout my 40 year tenure. It bears the patina of many a road trip. It has seen the sands of Daytona Beach, the ash of Mt. Saint Helens, the prairies of Canada and the forests of New Hampshire. Driven in anger back in the day it took part in two SCCA Pro Rallies, local TSD rallies and numerous autosprints, lapping the Packard Proving Grounds and Bridgehampton raceway. One very enjoyable recent event was participation in the "Tour de Marque" at Watkins Glen as seen here.

This will be my first ABRR however and I'm looking forward to a relaxed, beautiful drive through the Northeast while helping to support this great cause. You may contact me at charlesfrick@live.com for info and sponsorship.

Spit & Stout (1966 Triumph Spitfire - Green)

Driver: Bob Canfield
Co-Driver: Jack Kelly



This 1966 Spitfire was purchased 11 years ago out of MA from a retiring engineer who was moving south. When Bob went to check out the car he realized that he was being interviewed to make sure he was worthy of owning his baby. Since Bob owned a 1966 Spitfire in high school he managed to pass the test. Since owning it he has rebuilt most of the mechanical systems, and the car has become a very reliable driver. This is the second ABRR for this Spitfire, and Bob's navigator, a fellow PEDC member, also joined him on the 2013 drive.

Team Tomko (1965 Austin Mini Moke - Yellow)

Driver: Chas Frick
Co-Driver: Elizabeth Tomko



Chas Frick is no stranger to British cars having grown up with them and participated in club events since he was a tot. A veteran Moke driver, he's prepared for a brisk drive through some beautiful country while lending support to this fundraising event. Elizabeth Tomko is also no stranger to autos. She has completed many tours in the Northeast with her family in their self restored 1910 Rambler and can appreciate the joy of open air motoring that a Mini-Moke provides. Chas and Elizabeth are both looking forward to a well deserved break from their engineering studies at Worcester Polytechnic Institute beginning with this fun event!

G Will E Makit (1967 Jaguar E-Type - Green)

Driver: Pete Rohrbacher
Co-Driver: Peter Rohrbacher



We're a father and son team of car guys. I've been working on cars since high school and my son has literally grown up in vintage sports cars. This particular E-Type has been in my hands for over forty years, it had 75,000 miles on the clock when I first saw her and had suffered some abuse; but it was a Series 1 E-Type so she followed me home. After much sorting she became my daily driver and has now accumulated over 300,000 miles in total. In all that time she has never left me stranded; we always got home, albeit with some occasional abnormal noises.

The old girl is now in need of chrome and paint, having last been painted in 1978 when I did a number of rust repairs, but she runs as well as she ever did and I don't have to fret over any stone chips. Having pretty much worn out the original Moss gearbox she now sports a 5-speed which I installed in 2008 along with a set of alloy wheels which are lighter and stiffer than the original wires and make tubeless tires practical. Since acquisition, I have been the only one who has worked on her and quite literally have had everything apart at least once.

Of course Healey guys know that triple SU's are impossible to keep in tune so I'm not sure we'll be able to make it to the finish. This is our first ABRR and we're looking forward to sharing the fall foliage with some old friends on the run and making some new ones as well.

The E-Type shares a garage with a 1950 Farmall Cub, a 1953 Chris-Craft Riviera, and a 1985 Porsche 928S.

Oh, and some day maybe one other British vintage car --- Right Mike and Dave?

Motorcar Studios (1968 Jaguar E-Type - Red)

Driver: Nick Zabrecky

Co-Driver: Andrew Paolucci



Nick writes: “My love of cars began at age 17 when I purchased my first car, a Subaru Legacy. While not a classic or a sports car by any standard, it was my first major purchase and allowed me the opportunity to be able to get hands on and begin to teach myself the mechanics of automobiles. This is where I really fell in love with cars and I began to try and learn as much about them as I possibly could, reading books and anything I could find on the Internet. As I learned more, I was drawn to older cars because of their character and the ease of working on them (sometimes!). I now am able to live my love of cars everyday while working for both LBI Limited and MotorCar Studios, where I handle a variety of day-to-day tasks surrounded by some truly amazing cars. This lucky opportunity has only made my love for cars grow stronger as I get to experience the variety that presents itself between the various makes and marquees of the classic car world. On the rally I will be driving an XKE on loan from a good friend, copiloted by my good friend and business partner Andrew. While no classic cars occupy my garage at home yet, I am working towards acquiring my first. It will most likely be an early 911 or an Alfa GTV, but with so many cool and interesting cars out there that decision is most certainly a tough one to make!”

Andrew first knew he loved cars when he saw a 1969 Alfa Romeo GTV. After school, he decided to combine his love for art and classic cars. Andrew began a career that he is passionate about when he, and his partners, started MotorCar Studios last year. While there are endless subjects in the world to photograph and film, Andrew found there is no better subject worthy of being shot than the masterpieces the auto industry crafted back in the day. As an enthusiast, Andrew understands the passionate craftsmanship that was put into creating these cars. At MotorCar Studios, Andrew and his team of young enthusiasts are determined to keep the classic auto industry alive throughout the next generations of car guys. Andrew is driving a friends E-Type and still hopes to put that Alfa in his garage someday!

Go Navy (1967 Triumph TR4A - Green)

Driver: Dave Samtmann



“GO NAVY “ team car is a 1967 TR4A owned and operated by David Samtmann, retired USN Captain. David is the original owner. The car was purchased thru a broker in NYC and delivered to a dealer in Virginia Beach, Va. Purchase price was \$2546.00. The car came with IRS (mandatory) and no seat belts. About a month after delivery seat belts arrived in the mail. ABARTH exhaust system and a BLAUPUNKT radio were purchased in Naples, Italy.

The Triumph has 82,000 miles on it. Paint is original. Mechanical and interior restoration began in 2006 and is ongoing. It has been garage kept all its life. Several trips up and down the East Coast, vintage weekends in Watkins Glen, etc., and track time at Millville and Summit Point have all added to the joy of ownership. Maintenance and repair work have been performed by Dick Stockton and Brian Schlorf.

The car has participated in many DVT activities such as the very recent FALL GETAWAY to Annapolis and Mount Vernon.

David is responsible for spectator parking at the CARS of ENGLAND show.

Team E-Types 4ever (1966 Jaguar E-Type Coupe - Blue)

Driver: Gerry Kunkle

Co-Driver: NA

Bio coming soon...



Ragtops Support Crew (Ford Van and trailer - White)

Driver: Dave Hutchison

Co-Driver: Charlene Hutchison



This “English built” (worked on by British car mechanics at Ragtops & Roadsters), Ford Econline van will be the recovery vehicle for the 2015 ABRR. Driven by a veteran driver of all the East Coast ABRR, Dave Hutchison with his wonderful very supportive wife Charlene. In the Lightning all aluminum trailer will be the “Car of Shame”, Dave’s 2002 Miata MX 5 otherwise known as his “Fauxtus”. If any British car “fails to proceed” the Team will be given the opportunity to drive one of the cars that killed the British Auto Empire! Hence the “Car of Shame”.

Make sure you have had your car thoroughly checked out before the ABRR! Charlene and Dave will be happy to carry tools, spares or extra luggage and drink!

Checks can be made out to “St Christopher’s Foundation for Children” and mailed to:

Ragtops & Roadsters
203 South Fourth Street
Perkasie, PA 18944

We wish to recognize our sponsors for their continued support of the America's British Reliability Run:



Sunoco Racing Fuels is once again powering the ABRR teams by supplying each team with Sunoco gas cards!



Hagerty Insurance is providing their Roadside Assistance Program to all of our ABRR teams!



Ragtops & Roadsters is providing technical support and again supplying the R&R support van and trailer following with the "Car of Shame" in the trailer in case we cannot make a roadside repair.



Motorcar Garage is providing hats to protect our heads from the hot sun again (some of us need that) and technical support as required to keep the teams running.



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