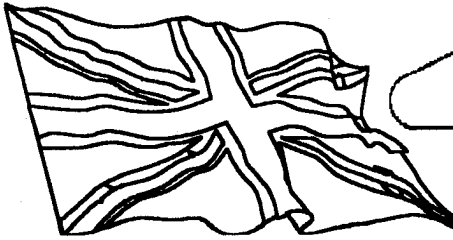
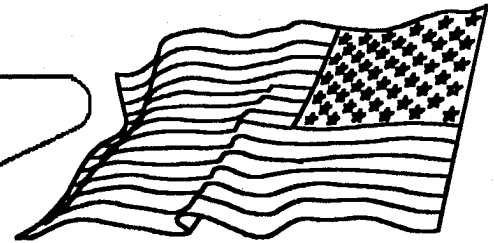
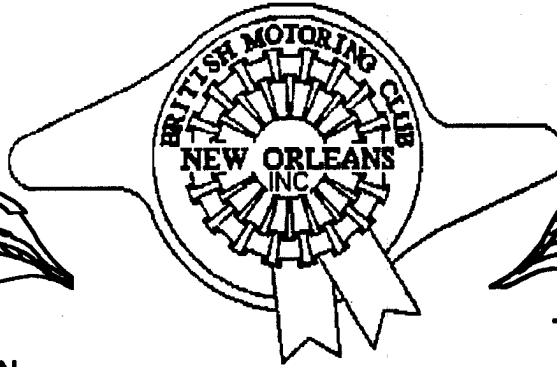


BRITISH MOTORING CLUB  
NEW ORLEANS, INC.  
POST OFFICE BOX 73213  
METAIRIE, LA 70033



The **MORRIS GAZETTE**  
A MONTHLY PUBLICATION  
by Jim Jones



THE OFFICIAL NEWSLETTER  
of the BRITISH MOTORING  
CLUB – NEW ORLEANS, INC.

Dues Due: 02/28/98

JAMES D JONES  
800 W 16TH AVENUE  
COVINGTON LA 70433

**SEPTEMBER 1997**



North American MGB Registry Chapter



**CONVOY TO HAYDEN'S  
FUNKANA!  
FUN & GAMES WITH YOUR  
BRITISH CAR!**

# BMCNO CALENDAR OF EVENTS

Sun	Mon	Tue	Wed	Thu	Fri	Sat
<b>OCTOBER 1997</b>			1	2	3	4
5 <b>HAYDEN'S FUNKANA</b>	6	7	8	9	10	11
12	13	14 <b>OFFICER'S MEETING</b>	15	16	17	18 <b>EMC EXPOSITION</b>
19	20	21	22	23	24	25
26	27	28 <b>GENERAL MEETING ELECTIONS</b>	29	30	31	

## UPCOMING CLUB EVENTS

**SEPTEMBER 30**

**GENERAL MEETING** – New Orleans Hamburger & Seafood located at 817 Veterans Memorial Blvd., Metairie. La. for 7:30 PM.

**OCTOBER 5**

**Hayden's Funkana** – Rescheduled from Sept. 28th. Conflicted with Montgomery Show. British car Fun & Games at the Tanger Mall in Gonzelas, La. Convoy: Kenner Welcome Center located at I-10 & Loyola Drive in Kenner, La. Leaving at 1:00 PM.

**OCTOBER 14**

**OFFICER'S MEETING** – Harold O'Reilly's place at 7:00 PM

**OCTOBER 18**

**EMC EXPOSITION** – The English Motoring Club holds an exposition, not a judged show, in Natchez, Ms "On The Green". Call Terry at 601-442-8684 for information.

**NOVEMBER 1**

**SABCC FESTIVAL** – Bellingraph Gardens west of Mobile, Ala. (See Last Page)

**NOVEMBER 15**

**E. E. REYNOLDS RALLY** – Planned by last years winner, **Peter Brauen**. Run the back roads of Mississippi. Not a Race, but a timed event following the written instructions.

**DECEMBER 7**

**CHRISTMAS SOCIAL** – **Bill & Sally Breithoff's** home. More information later.

## IN MY TRAVELS by Jim Jones

The newly made up rear brake lines for my Morris Minor Traveller were easy to install with the rear end assembly out from under the car. The assembly has since been reinstalled with all new bushes, pads & U-bolts. And yes, I did clean and paint the thing.

I had to bite the money bullet and purchase a new front bumper as the original one was beyond help. It was not just crazed and pitted, but flat out rusted.

I have completed the installation of the windscreen washer system as well. A '60 model Morris did not have windscreen washers installed at the factory, but many cars had them installed with a "Trico" period accessory at the dealerships. Which does give one a lot of leeway in the placing of the jets, the bottle, & running the tubing. If the manufacture had any specks on the installation, the dealers never followed them. The only placement that seemed to be consistent was the positioning of the dash mounted manual pump. The original after market pump had a white knob, unlike all the other dash mounted knobs. I had to settle for the pump used on many other British cars with its plain cyclical black knob.

The catalog parts guys have done it again! One of the parts which I ordered from Victoria British was the strap which secures the brake lines to the rear axle housing. I could have just secured the lines with a "wire tie", but I wanted the proper part which is an aluminum strap with an opening at one end. What did "Vic" send me? You guessed it! A wire tie! An item which I can purchase locally. A complaint letter is to follow.

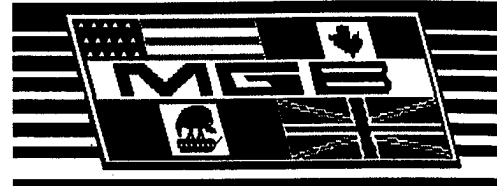
**(THE WHEEL THAT DOES NOT SQUEAK, DOES NOT GET THE OIL!)**

On the positive side, I did have my first ever response to a letter that I have mailed to a supplier of British car parts. I received a phone call from Mini Mania concerning a letter that I had written about their Cable Clutch Conversion Kit for my Morris Minor utilizing a MG Midget transmission. The individual who designed the kit and I had a long, pleasant, conversion of about 45 minutes duration. It was very fruitful. I found out that the kit was indeed supposed to come with instructions after all and that I had not received a small link which was part of the kit. These items are to be shipped to me. However, it has been some time now and I have not received them.

I have been wondering about something on my Traveller for quite some time now. That something was two twisted wire cables. The cables are each attached with screws to the platform at the bottom of the dash beneath each "A" post and extend upward into each "A" post. I thought that perhaps they were meant to serve as anti-static devices or some such weird job. But, I did not really know what function they served. I found that the other ends of these cables were secured at the top of the "B" posts after removing the interior wood from the "B" posts. But, it still not dawn on me as to what their function might be. Later that day at home it hit me. Things sometime come to me in a flash of understanding and that is what happen concerning these mystery cables. The cables hold the front headliner in place at its outer edges between the "A" posts and the "B" posts. The rear headliner is a separate piece and I already know that its edges are secured by two wooden strips.

I have acquired two radiators, both of which have bad cores. I received two estimates for re-coring the best one. At \$210 to \$230, I made the decision to order a radiator rebuilt in England at \$250. The guys at the radiator shops did not seem to be familiar with British equipment. One guy even gave a measurement to his supplier as "half a dimes width"! That did not seem to be very professional to me.

The rebuilt radiator has arrived and its cost was \$25 less than as listed in the catalog. That was a big surprise. It has since been installed in the car and filled with a 50/50 mix of anti-freeze. It actually came equipped with a drain petcock and an overflow tube in place.



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## OTHER LOCAL EVENTS

SCCA AUTOCROSS – OCTOBER 12.

JAGUAR CONCOURS – OCTOBER 26, Includes "Other British Cars Class".

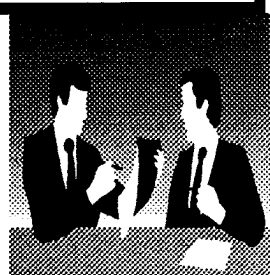
# MORE IN MY TRAVELS

My '67 Morris Minor Sedan's new paint job is to be completed by the end of September. I have prepared all the items which were removed prior to delivering it to the paint guy, so it should not require much time to reassemble the bits and pieces. The paint guy does jobs like mine "on the side". In his real job, he has recently been moved up to body and paint on those expensive German cars. The car will be painted black, as original. Hot in summer for sure, but it should be real shiny!

I have read some articles about plain water in a car's cooling system being able to absorb heat more readily than a 50/50 mix of water and antifreeze. I seriously doubt this and I have a major concern with the use of plain water in a car's cooling system. The water passage ways inside the cylinder head and block of most engines (you do have some alloy casting) are just iron. Iron, of course, does rust and also becomes coated with mineral deposits caused by the oxygen and the minerals contained in plain water. Do not forget the radiator. Its core does corrode and become clogged with mineral deposits. Inhibitors contained in antifreeze *prevent* (but not totally stop) these actions from occurring. Change your antifreeze every two years for the best protection. You could add some inhibitors to your plain water, but then it would not be "plain water".

## GENERAL MEMBERSHIP MEETING MINUTES by Jim Jones.

The General Membership Meeting was opened by club president **Mike Anderson** at 7:30 PM. Guest were introduced. Mike spoke on upcoming events: Soccer event canceled because of low interest, MGT's GOF, **David Hayden's** Funkana, Jag Show, & Bellingrath. Guest **Lisa Lynn** spoke about the blood drive's car show. **Anne Friloux** gave a report on the Pool Party held at member at large **Kathy Greensfelder's** home. Mike asked for members to run for officer at the October meeting. A number of members shared their British car stories with the group. The 50/50 was won by **Roy Richardson** at \$31. The meeting was closed by Mike at 8:20 PM.



## CAR CLUB DUES

Car club dues are \$30.00 for the first year of membership and \$25.00 a year thereafter. Correspondence membership is available for those members who live out of town and is \$15.00 a year. If you are unsure if you owe dues or not, check the mailing label on your current Morris Gazette. It has the date that your membership dues will expire and that date will be highlighted in yellow the month before and the month that your dues are due.

If your dues are due, send them in now before you miss out on your next  
**MORRIS GAZETTE!**

## OFFICERS FOR CALENDAR YEAR 1997

<b>BOARD of DIRECTORS:</b>		<b>MEMBERS at LARGE:</b>	
PRESIDENT	MIKE ANDERSON 504-466-2717.	ANNE FRILOUX	504-464-1734.
VICE PRESIDENT	BILL BREITHOFF 504-288-4019.	CATHY GREENSFELDER	504-392-9261.
TREASURER	HAROLD O'REILLY 504-486-5837.	DAN MELESURGO	504-391-3227.
EDITOR	JIM JONES 504-892-7774 VOICE & FAX.	ROY RICHARDSON	504-833-4840.

## CLUB REGALIA

BMCNO T-SHIRT	\$ 7.00	BMCNO JACKET PATCH	\$ 5.50
BMCNO GOLF SHIRT	\$15.00	BMCNO BASEBALL CAP	\$12.00
BMCNO WINDSCREEN TRANSFER	\$ 1.00		

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OBTAIN FROM CLUB TREASURER HAROLD O'REILLY AT GENERAL MEETING.

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MOTOR OIL!  
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**STUFF FOR SALE**

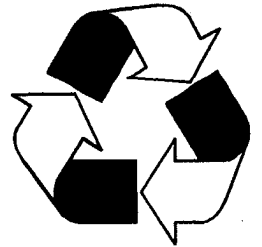
**BRITISH CARS & SPARES**

**Austin-Healey** – Sprite Mk IV, Primrose Yellow, much work and new parts have gone into making this a good, useable classic, including engine and gearbox overhaul, new tires, brakes, exhaust, top, wiring, alternator etc. etc. Looking for a good home since I have too many other cars needing my attention. \$1800. Karl Keiger, (504) 737-2086. (River Ridge, La.)

**MG Midget** – '71ish, Former SCCA F-Production Road Racer, Rolling Chassis with Full Roll Cage, many Fiberglass body panels, Carrera shocks, Panhard Rod, Locked 4.22 diff. Good potential for autocross or road race car. Needs work to complete. \$600 obo. Call Karl Keiger at 504-737-2086. (River Ridge, La.)

**TRIUMPH** – '73 TR6, Whole or Parts, Garaged, Primed Ready for Paint, No Papers. Call Peaches at 504-866-0628. (New Orleans / Metairie, La.)

**CAR TRAILER** – Call Karl Keiger at (504) 737-2086 (River Ridge, La.)



## **ELECTION OF CLUB OFFICERS – YOUR BIG CHANCE!**

Your club is in need of people who are willing to run for office. Become a big decision maker in your British auto club. Give up chasing that little white ball around, stop taking that self defense course that you will be never any good at, what are you going to do with a degree in basket weaving? Put your time to a better use. Rub elbows with the club elite. Slow down and enjoy life!

Change is good for your club. Be part of that change. Really get to know the people in your club by interacting directly with them. Be able to connect all those faces with names and become well known within the club yourself.

The following club members have agreed to run for office:

President – Bill Breithoff

V-P – We need someone to run.

Treasurer – Harold O'Reilly

Editor – Jim Jones

Member at Large: Charles Ake

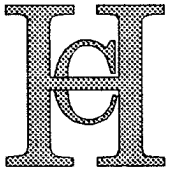
Chris Albright

Kathy Greensfelder

Richard Wolf



**ATTEND THE OCTOBER GENERAL MEMBERSHIP  
MEETING AND VOTE FOR YOUR CHOICE FOR  
CLUB OFFICERS.**

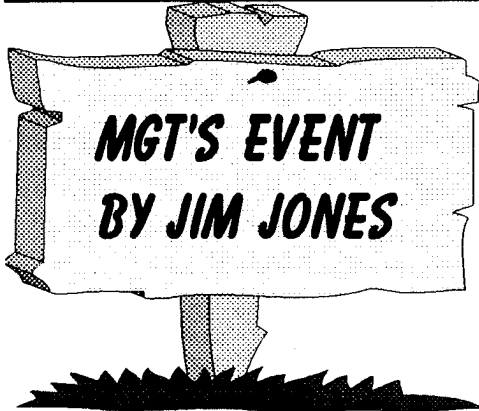


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10-97



Club member **Richard Wolf** and I set out at 9:00 AM from Covington, La. to participate in the MGT's Baton Rouge, La. event in my '69 MGC-GT. The event was sponsored by club member **Fred Fabre's Carriage House Garage**. We took the I-12 west to Frank's Restaurant which is located on Airline Highway. We spent quite a bit of time at the restaurant eating breakfast and talking with other British car owners. The convoy from Kenner, La. finally arrived with only one break down. **Mike Anderson's** TR3A had a failure of its flexible hydraulic clutch line. An attempt at a temporary fix with the use of a piece of metal tubing and two hose clamps failed as the old line kept crumbling.

Later, we all drove over to Fred's place to listen to the guest speaker and consume many soft drinks as there is no air conditioning at Fred's place of business. At one point we all took turns telling stories about our first experience with British cars. We checked the Rolls Royce's in progress and viewed all of Fred's collectibles of which there are quite a number.

The trip back to Covington in my "C" was hot, but uneventful.

## That BLACK and WHITE TR3 S/N TS19714 by David Hayden

Late in my fourteenth year of unlicensed life I caught the sports car bug on an illegal drive on a country road outside of Lexington, KY. I had been driving on private property (farms) for a while, but my parents were of the "no driving on public roads until you get your license" persuasion. My buddy Herb Spencer had a license and a blue MGA and this first drive was all it took. I was hooked.

I convinced my dad to let me buy a non running car to work on while waiting for that magic number sixteen and a driver's license. Maybe if I had done the work on it first I would be more respectful of it once it was running. What I bought was one black 1957 small mouth TR3, wrecked in the rear when the owner was hit at a stop light. This car came with a white '58 parts car with no drive train and wrecked on the front right hand side. I gave \$250 for the pair, as I recall. My dad helped me bring all this junk home on a trailer.

Once home, MY cars took over HIS garage while his and mom's cars stayed out in the weather. I removed the engine and transmission from the '57 and then cut the body in half across the fire wall bottom and aft to the bottom of the door posts. After removing the back half, I cut the '58 the same way and welded the two back together using the chassis as a jig. I now had front wings, bonnet, cowl, and front apron in black, and doors, rear wings, and boot in white. After I completed an overhaul of the engine, I reinstalled it and the transmission. Using the best parts of both cars and making many trips to Sports Cars Inc., the local Triumph dealer, for parts and to drool over the new TR6's and Spitfires, I now had a running car but still no driver's license. For what seemed like an eternity all I could do was drive up and down the driveway, 100 feet at best. I fabricated the roll bar that is in my current TR3 for this car and installed it and seat belts. The interior was pretty ratty and I never found the money needed to paint the body one color, but mechanically I did bring it up to pretty good working order.

Finally, I got my license and got to enjoy it on the twisty, hilly roads of Kentucky. I kept this car until I got married and lost my garage privileges and had no place to keep it at the apartment Laura and I lived in. Less than two years later I bought the '58 I now have, after realizing I could not get along without a British car. Although my first TR was never anywhere as nice as my current car, I still have lots of fond memories of it. Try hand cranking at 20 degrees with 50 WT oil in the engine and a dead battery. I learned a tremendous amount from that car. The only regret I have is that I don't have it anymore.

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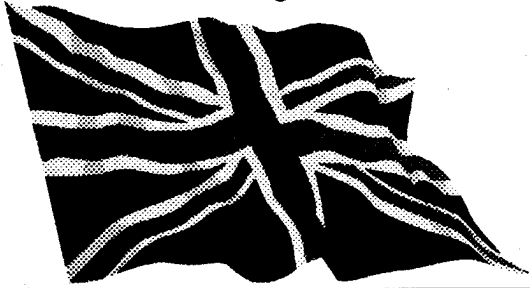
\* EMISSION SPECTROMETER ANALYSIS\*

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1-98

## WELCOME NEW MEMBERS

New full members will receive a BMCNO T-Shirt, Club Membership Card, Name Badge, and Holder. New Orleans area members are expected to pick up these items at one of the monthly General Membership Meetings. These items will be shipped to out of town members free of charge. The Name Tag will be included with their first copy of the Morris Gazette Newsletter.



**Matthew Lewis**  
308 Fairfield Ave.  
Grenta, La. 70056  
504-362-8364  
'80 MGB LE, Red.

**Michael Plamisano**  
4328 Lake Trail Dr.  
Kenner, La. 70065  
504-455-1592  
'76 Triumph TR6, Brown.

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10-97

### FELT TIP PAINTS by Mr. Goodspanner

The repainting of lettering on knobs and the filling in of painted portions on chrome emblems can be quite a messy job using a small paint brush. If you use a brush, Testors model paint is your best choice. It is easy to obtain at any hobby store and comes in many colors.

However, there is an easier method. Testors supplies a felt tip paint pen which makes some painting jobs easy as pie. For example, later MGB dashes have silver painted raised portions which fade or wear off with time. The felt tip paint pen makes repainting them a breeze and the results look great! (Original tip obtained from club member Roger Gibson.)

Repainting the lettering on knobs or the painted portions on emblems is more difficult, but the pen works well on these items as well. If the paint runs outside of the area to be painted, not to worry. After the paint has dried, just carefully scrape the unwanted paint off with a razor knife or such. Give it a try. Spiff up your British car.

### Mississippi English Motoring Club Presents Its Natchez British Car Exhibition Saturday, Oct. 18, 1997.



This EMC Exhibition, not a judged show, will coincide with the city's Balloon Festival Weekend and Fall Pilgrimage tour of ante-bellum homes.

Bring your car and join us!

*When: Sat., Oct. 18th. Cars begin arriving on site 8 a. m., exhibit officially "opens" 11 a.m.*

*Where: "On The Green" at the corner of Broadway and State Streets overlooking the Mississippi River. Balloon Festival one block away!*

**Important:** If you plan on spending Fri. and / or Sat. night in Natchez, call now since rooms are becoming scarce with the Balloon Fest and Fall Pilgrimage in progress during that weekend. For Bed & Breakfast availability call 1-800-647.6742. For hotel / motel suggestions call EMC member Terry Trovato at (601) 442-8684.

## 1997 TLAC SERIES FINALE by Karl Keiger

On Sunday, August 17, the final event of the 1997 edition of the five race (autocross) series, Trans-Louisiana Autocross Challenge (TLAC), was held at Esler Airport outside of Alexandria. I attended the event with my '59 Bugeye, entered in the D-Prepared class. Also attending the event from New Orleans with a British car was sometimes club member James Jumonville with his E-Modified Midget. Among the 60 or so other competitors, were several other British car drivers, driving an Austin Mini, a Spitfire, and a TR6. The remainder of the competitors drove an assortment of American, Japanese, German, Italian, and Yugoslavian (I'm not lying) cars.

I came into the event leading my class, and needing a fourth or better finish to clinch the series win. After a slow but clean first run, I managed to thoroughly foul-up my last three runs, so I had to live with the time from my first run, which was only good enough for a third place finish out of five, disappointing but still good enough to secure the series win.

The TLAC series is held every year and each event is hosted by one of the different SCCA regions in the state. This year, the series featured one event in Lake Charles, one in Belle Chasse, one in Hammond, and two in Alexandria.

## SCCA DRIVER'S SCHOOL by Karl Keiger

My intention when I purchased my '59 Bugeye last winter was to use it primarily for SCCA road racing. After months of preparation, which included repairing pre-existing crash damage, building a fresh engine and gearbox, and autocrossing to get the car sorted out for competition, I finally took my first step towards getting licensed for wheel-to-wheel competition. Over the weekend of July 12-13, I spent a very intense weekend at an SCCA driver's school at Sebring International Raceway in Florida.

After a long drive towing my Sprite, I arrived on Friday evening at the racetrack. After getting my car through tech inspection, the school started with a four-hour Friday night classroom session and a written test stressing safety, awareness, and rules familiarity.

Saturday morning started with a driver's meeting for the students and a "station wagon tour" of the track with our instructors. Most of the remainder of the weekend consisted of session after session (20-45 minutes per session) of practice at speed on track. There were 25-30 cars on track at a time in each race group, and right from the start, passing was allowed (and expected). Since I have a 1275cc engine in my car instead of the 948cc that should be there, I found myself placed in the fastest closed-wheel race group, which consisted mostly of V-8 Mustangs and Camaros, Porsches, Datsun Z-cars, and RX-7's. Needless to say, I was a little down in the horsepower department, and spent a fair amount of time watching the mirrors when I was on the longer straight-aways. On the tight sections, however, the Bugeye really showed its' strengths, being able to hang with or pass many of the more powerful cars.

I knew that road racing would put a lot of stress on the car, and my experience at Sebring reinforced that knowledge. Over the course of the weekend I pretty much used up a set of tires, and completely wore out a set of brake pads and shoes. The central Florida heat also took a toll. When I bought the car it was minus radiator (and other front end parts) due to an off track excursion, so I found a used junkyard radiator (from a Honda) which fit in the space I had. At Sebring, however, the cooling system proved insufficient. After watching the temperature gauges climbing higher and higher, I decided to ease off the throttle on the long straights to let the engine cool off to a sustainable level. The car did prove to be tough, and everything held together well enough to let me complete the practice sessions, and a 5-lap practice race.

I accumulated enough track time at Sebring that I am now about 2/3rds of the way through driver's school, and will soon be licensed to compete in regional road races. The next (and hopefully my final) driver's school is in November at Texas World Speedway in College Station. But, before then, I have plenty of homework to do such as replace the radiator with a higher capacity model, build a regional 948 engine etc. etc.





Regional Event



North American MGB Register

# The South Alabama British Car Club

announces its

## 7<sup>th</sup> Annual British Car Festival

at

### Bellingrath Gardens

Mobile, Alabama

“One of the Most Beautiful Gardens in the U.S.”

on

### Saturday, November 1<sup>st</sup>, 1997

For more information contact

Jack Ross

(334) 344-2471

Mike Thomason

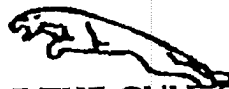
(334) 343-0726

or write:

South Alabama British Car Club, P. O. Box 180306, Mobile, AL 36618-0306

Fax (334) 452-6359, E-Mail [JAWA1@USouthAL.campus.MCI.net](mailto:JAWA1@USouthAL.campus.MCI.net)

~ Show Sponsors ~



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SCHEDULE OF EVENTS

FRIDAY, OCT. 31

6:30 PM Pre-Registration at host motel and Festival Welcome party.

SATURDAY, NOV. 1

8:30 AM 12:00 Noon On site registration at Bellingrath Gardens.

12:00 Noon JUDGING BEGINS

3:30 PM AWARDS CEREMONY



TWO ADMISSIONS TO BELLINGRATH GARDENS WILL BE GIVEN TO SHOW ENTRANTS.

Host Hotel is: HOLIDAY INN - Bellingrath Gardens
(334) 666-5600 Special Room Rate of \$52.00 for entrants
(800) 465-4329 I-10 & Highway 90, Tillman's Corner

CLASSES OF CARS\*

Austin-Healey Sprite /MG Midget
Austin-Healey 100-4, 100-6, 3000
MGT and Pre-war MG
MGA
MGB/C Chrome Bumper
MGB Rubber Bumper

MGB/C GT
Jaguar X Types
Jaguar E Types
Jaguar Sedans
Triumph TR2, 3 and 4
Triumph 250 and 6

Triumph TR7, 8 and Stag
Triumph Spitfire/GT-6
Rolls-Royce/Bentley
Morris/Austin/MG Sedans
Britannia
Points Judging Class

\* Three (3) cars required to make a class.

-----Registration Form: Detach & Return with Check to-----

Registration includes two admissions to the Gardens

South Alabama British Car Club
P. O. Box 180306
Mobile, AL 36618-0306

Name: \_\_\_\_\_

Amount Enclosed:

Address: \_\_\_\_\_

1st car @ \$20
or \$25 after 10/15 \_\_\_\_\_

City: \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Additional cars @ \$15 \_\_\_\_\_

Phone: \_\_\_\_\_

Club Affiliation: \_\_\_\_\_

Total Enclosed \_\_\_\_\_

I plan to attend the Free Friday night party with \_\_\_\_\_ other guests.

Cars to be entered: Year / Make / Model / Body Style / Type Judging
(Take your choice)

1. \_\_\_\_\_  Popular  Points

2. \_\_\_\_\_  Popular  Points

3. \_\_\_\_\_  Popular  Points

Waiver

In consideration of this entry, I waive any and all claims for myself and my heirs against the South Alabama British Car Club, Bellingrath Gardens, their officers and any sponsors of this event for injury or illness which may result directly or indirectly from my participation. I also give my permission for use of my name and/or picture in any broadcast, telecast or any other account of this event.



Signature \_\_\_\_\_ Date \_\_\_\_\_