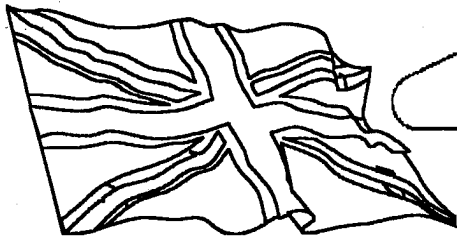
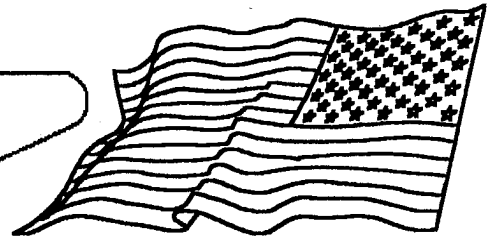
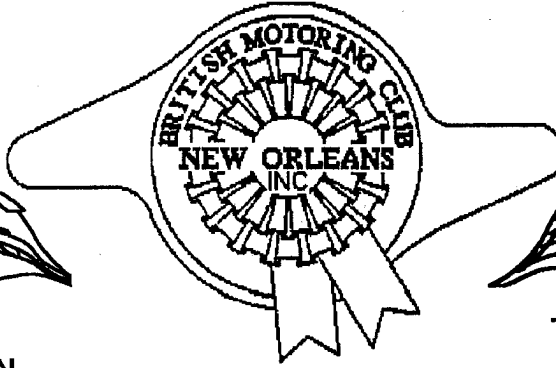


BRITISH MOTORING CLUB
NEW ORLEANS, INC.
POST OFFICE BOX 73213
METAIRIE, LA 70033



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



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

Dues Due:02/28/99

JAMES D JONES
800 W 16TH AVENUE
COVINGTON LA 70433

JANUARY 1999



North American MGB Registry Chapter



VTR CHAPTER

CLUB WEB SITE: <http://208.22.201.17>

**MAKE PLANS FOR THE MIDDENDORF RUN!
TWO CONVOYS SCHEDULED!
A GREAT CRUISE AND GREAT SEAFOOD!
REGISTER YOUR BRITISH CAR FOR
THE 1999 CAR DAY NOW!**

CALENDAR FEBRUARY 1999

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-------------------------|-----------------------------|---------------------------|-----|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 OFFICER'S MEETING | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 MIDDENDORF RUN | 22 | 23 GENERAL MEETING | 24 | 25 | 26 | 27 |
| 28 | UPCOMING CLUB EVENTS | | | | | |

FEBRUARY 9

OFFICER'S & CAR DAY MEETINGS – All Car Day committee heads are expected to attend.
Harold O'Reilly's place for 7:00 PM.

FEBRUARY 21

MIDDENDORF RUN – Middendorf's Restaurant on Louisiana Hwy. 51 in Manshack, La. for seafood delights. South Shore Convoy: Kenner Welcome Center, Loyola & I-10, 11:00 AM. North Shore: Piggly Wiggly, Hwy. 22 & Beau Chene, 11:30 AM.

FEBRUARY 23

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

MARCH 9

OFFICER'S & CAR DAY MEETINGS – All Car Day committee heads are expected to attend.
Anne Friloux's place for 7:00 PM.

MARCH 14

GOODIE BAG PREP – Come out and help put together the Car Day goodie bags and eat some pizza.
Held at the Friloux's warehouse lab., 1650 Airline Hwy., Kenner, La. at 3 PM.
Enter on side street. Lost number: 464-1734.

MARCH 20

CAR DAY – Start making plans now to bring your British car!
Flyer with all the information is included in this issue of the Morris Gazette!

APRIL 17 PANHANDLE SHOW – The Pensacola Car Show & Beach Bash held in
Pensacola Beach, Florida. More Information Next Month.

IN MY TRAVELS by Jim Jones

I have finally gotten around to installing the Morris Minor sedan type rear springs on my 1960 Morris Traveller with an assist from club member **Charlie Ake**. (In my new garage!) The sedan springs with their two fewer leaves sure improved the Traveller's ride. And, the new springs are not squeaky like the 39 year old springs. The job was pretty easy, as all the parts had been previously removed for cleaning and replacement of rubber parts, etc. before the vehicle was ready for the road. The rubber bump stops are now closer to the frame than on the sedan. I will work this out later.

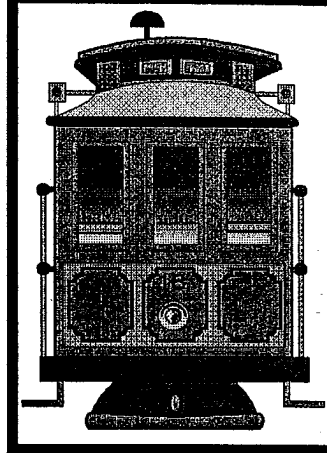
After replacing rear springs with new ones on other British cars, the owner always commented that "The car has never felt so good". I highly recommend the replacement of rear springs on older cars. While you are at it replace all the rubber parts and the U-bolts.

After test driving the vehicle, I went to work trying to find some rattles that have been making me crazy. I have found the two which I think are the worst. The battery was not snugly against the two bulkhead bumpers. The tie down rods were tight, but they both had nuts installed under the tie down bar. They prevented the outer nuts from properly securing the battery. I removed them and I was able to tighten the binding nuts down far enough to draw the battery against the two bumpers. The second source of rattles was a surprise. I was just banging around on everything with my fist when a loud noise occurred upon striking the windscreen wiper motor. I discovered that the nuts that secure the three mounting studs were not tight enough. They were not compressing the rubber grommets down far enough. The nuts are not easy to get to and I probably deemed them tight enough when I installed them. Wrong! The nuts must be run down far enough to set the washers on the stud's flanges or the motor assembly will vibrate when you hit a bump in the road.

Those of you who attended the January Tech Session already know that I prepared the MGA transmission used for that session. I started out with an early model MGB transmission. The gears were in good condition. I completely disassembled the unit. I also had available to me a late model MGA transmission with water damaged gears, etc. I decided to tear down that unit and clean up the case and extension housing. From that unit, I used the case, extension, and the main shaft. I selected that main shaft because it was the "slip joint" type and not the "flange type". From the MGB unit, I used everything from inside the case, including the input shaft assembly. It all worked out very well and what I wound up with was a "genuine" MGA Transmission.

Electrical power is soon to be installed in my garage. No more extension cords! I am having the connection come directly from the pole with its own meter. The house was wired 40 plus years ago and I do not want to overload its wiring.

I have acquired a 220 volt, 25,000 BTU window unit air conditioner. Its purchase was premature. But, I received a deal on a three month old unit from the owner who was moving to a house with central air. Having need of one in the future, I could not let the deal go by. With a metal building, my major concern is with the vibrating noises that a window type A/C unit might create. I think that I will construct a bracket of angle iron for the unit to slide onto for support instead of tying it solely into the buildings structure.



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 | | |

GET THESE ITEMS WHILE THEY LAST!

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

MORE IN MY TRAVELS

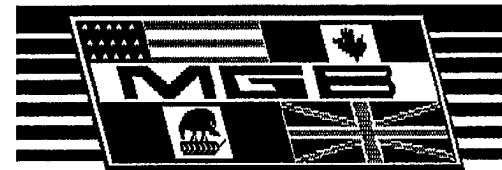
When I rebuilt the dual carburetors for my '67 Morris Minor sedan's 1275cc MG Midget engine, I noticed that the front carburetor jet assembly was binding. At the time, I figured that it would "wear in" or that I would take care of the problem when the engine was installed in the car. The jet would come down for enrichment, but would not return under its own spring tension. I was in a rush to have the car ready for the Mobile show, the hurricane came and went causing me to lose three days of work, and I ran out of time. So, I just loosened the enrichment lever for the front carburetor and disengaged it. The weather was still very warm and the car started fine with just the rear carburetor being enriched.

The other day with temperatures in the 30's, I had a lot of trouble starting the car. It was time to do something about the nonfunctioning jet. I researched the Victoria British Midget catalog and found that the jet housing was the same for the different models of HS2 carburetors. I knew that I had an old model HS2 carburetor somewhere from which I could acquire a jet housing. I located it and disassembled it for its jet housing hereby saving 15 bucks.

Luckily, I did not have to remove the carburetors to the remove the front carburetor jet housing. I only had to remove the air cleaner canisters. I did have to center the piston needle after installing the substitute housing, reconnect the enrichment lever, make adjustments. If you do not take care of a problem at the time, you will be forced to do so later.

The two speed wiper motor and wiring conversion on my '60 Traveller is complete. But, not without a lot of headaches. Remember that the car has the newer style one piece windscreen, but that the factory had not changed the split windscreen "hand clapping" wiper arm setup to the new tandem style that we are all use to seeing.

Making an adapter plate for the two speed wiper motor was the easy part. I left the rubber mounting grommets in place and drilled three holes in the metal plate to match up to them. Then, I used the studs, washers, and nuts that mounted the old single speed motor to secure the adapter plate. Two larger holes were drilled in the adapter plate to secure the two speed motor in its normal fashion. I had found that the old motor had a degree wheel with 120 degrees stamped on it. Great, I thought, I have a 120 degree wheel for a two speed motor assembly. But, using that degree wheel, the wiper arms were driven off the windscreen and way beyond. O.K., O.K., I have a 105 degree wheel that **Peter Brauen** gave to me. I can utilize in the newer motor assembly. Even the 105 degree wheel drove the wiper arms off the windscreen big time! One way or another I was going to get this thing to operate properly. Without going into a lot of detail, I managed to adapt the nylon gear with its parking cam from the two speed motor assembly to the shaft and stud of the single speed motor assembly. Success! The wiper arms were now operating properly. I installed each 120 degree wheel in a spare gear housing and measured the distance that each operating lever traveled. The difference in total movement was 3/4", although both wheels were stamped 120 degrees. I can only conclude that the degree designation is the combination of the movement between both the degree wheel and the wiper arm wheel boxes to which the wiper arms attach. Go figure! As for the wiring and usage of the original style "pull, twist & pull" headlamp switch as a wiper switch, leave it to **Peter Brauen** to figure out a way to utilize the switch without the use of relays! See article in this newsletter for details. **Charlie Ake's** rubber bumper MGB is now on the road! It has been the cold weather that is mostly responsible for the car not being on the road sooner. It gets very cold in the Covington shed where the car is housed when the temperatures drop. Club member **Terry Dembre** has purchased a late model MGB transmission with overdrive. I transported it to Peter's place for rebuilding and carried back to Covington **Wayne Aucoin's** repaired Austin Healey transmission. Wayne and I will be reinstalling the unit in his AH soon.



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1100/1300 owners a great deal for your
money.

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for enthusiasts.

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recognized by the MG Car Club, England.
Write P.O. Box MGB, Akin, IL 62805 or
Call 1-800-NAMGBR1 and join today.

MINUTES OF THE GENERAL MEETING

AS USUAL, THERE WAS NO GENERAL MEMBERSHIP MEETING
IN DECEMBER.

SAVINGS ON NEW MGB HOODS

Ordering five MGB hoods at a time saves a lot on shipping charges. **Peter Brauen** already has orders for three MGB hoods and needs two more orders in order to save you bucks. If you are considering ordering a hood, call Peter at 228-467-0519. (Bay St. Louis, Miss.)

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. Send your dues to the address on the newsletter's cover page.

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

MORRIS GAZETTE!

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| VICE PRESIDENT | CLIFF HUGHES | 504-845-8709 | |
| TREASURER | HAROLD O'REILLY | 504-486-5837 | continen@gnofn.org |
| EDITOR/SEC. | JIM JONES | 504-892-7774 VOICE & FAX | bmcno@neosoft.com |

MEMBERS at LARGE:

| | | |
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| CHARLES AKE | 504-845-4153. | |
| RICHARD DENNEAU | 504-279-5179 | denneau@aol.com |
| ANNE FRILOUX | 504-464-1734 | lubriport@aol.com |
| FRAZER RICE | 504-736-0452 | brice@communique.net |

COORDINATORS:

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| MORRIS MINOR REGISTER | - | JIM JONES | bmcno@neosoft.com |
| NORTH AMERICAN MGA REGISTRY | - | FRAZER RICE | brice@communique.net |
| NORTH AMERICAN MGB REGISTER | - | RICHARD WOLF | wolfmgb@yahoo.com |
| VINTAGE TRIUMPH REGISTER | - | HAROLD O'REILLY | continen@gnofn.org |

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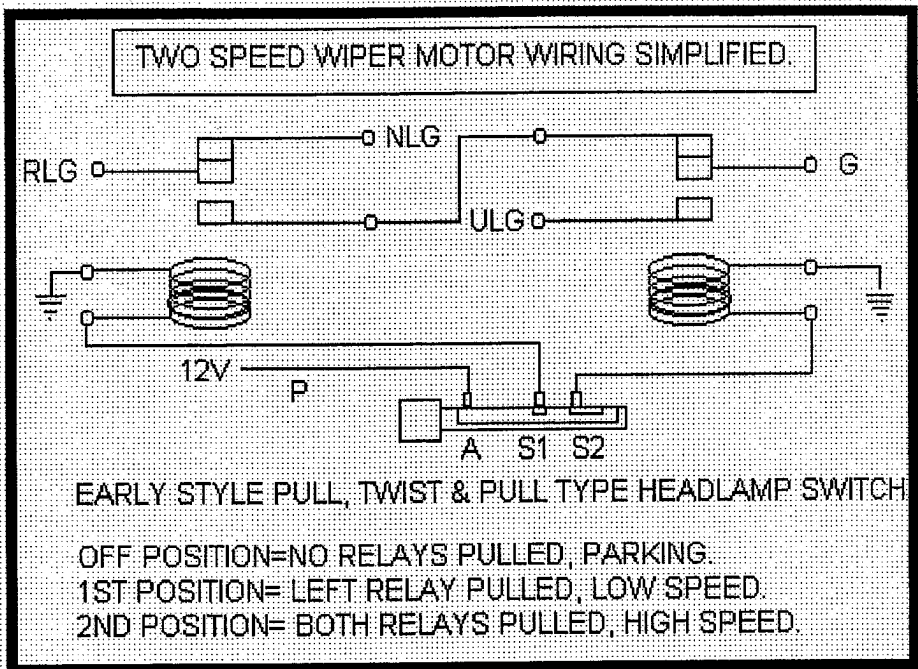
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WIRING RETHINK by Mr. Goodspanner

I received an e-mail from club member **Dave Dupre** concerning the relay setup for two speed wipers using the old style "pull, pull & twist" headlamp switch as a two position wiper motor switch. He said that he had a catalog with just the relays that I needed at a low price and that he had come up with a simpler design utilizing relays equipped with double throw contacts.

Well, that set me to thinking! I had originally designed a control circuit using relays with multipliable double throw contacts, but the circuitry was messy and the relays were expensive. My new idea is simplicity itself. (See Drawing)

When the switch is in the "Off" position neither relay is energized and upper contacts of the left hand relay connect RLG & NLG for the wiper motor parking function. When the switch is in the #1 position The left hand relay is energized and the center contact is pulled down. RLG & NLG are disconnected disabling the parking function. At the same time, the center contact mates with its lower contact and RLG (high speed wire) is connected to G (12 volts). The wiper motor runs at low speed. When the wiper switch is pulled to #2 position the right hand relay is also energized. Its center contact moves away from its upper contact and disconnects RLG from G. At the same time, the center contact makes with ULG contact (high speed wire) supplying 12 volts. The wiper motor runs at high speed. When the switch is returned back to the "Off" position, both relays are de-energized and RLG & NLG are reconnected to reestablish the parking function. The ground path for everything is supplied from the chassis through the wiper motor's connector plug pin #1.



MENDA BALLARD
350 NASSAU
BATON ROUGE LA 70815
504-273-7803
NO CAR LISTED.

WELCOME NEW MEMBERS

MICHAEL RANKIN
10418 CLASSIQUE
BATON ROUGE LA 70815
225-924-9824
NO CAR LISTED.

WAYNE LYON
312 COTTONWOOD DRIVE
GRENTA LA 70056
504-394-8210
'72 MGB, RED.

TOM PAGE
1004 CARTER STREET
FRANKLINTON LA 70438
504-839-3432
'62 MGA.

1999 CAR DAY NEWS

The '99 Car Day flyers have been mailed out to all past attendees who registered their British cars in any of the past three events. About 150 in all, not including current club members who obtain their Car Day flyers in this month's Morris Gazette newsletter. If you require an XXL Car Day T-shirt, notify one of the club officers now! Car Day golf shirts will again be available, but you must order them and prepay for them at the January General Membership Meeting. Remember that the Car Day is only about two months away! Send in your registration now!

BRITISH CARS & SUCH

MGA – '59 Model, Not Running Since '87, Lots of New Parts, \$3,000. Contact Conchita @ 504-468-3943. (Kenner, La.)

ENGINE – '67 "A" Series 1098cc Engine With Manifolds, Carb., Etc. & Transmission. Freshly Removed from Morris Minor. All Running Well at Removal. Make Offer.

Contact Jim Jones @ 504-892-7774 or bmcno@neosoft.com (Covington, La.)

MGB – '65 Model, Restored '91-'92, Wire Wheels, New Michelins, Rear Fender & Trunk Damaged.

Contact Henry Teller @ 601-261-2122 or henry.teller@usm.edu (Hattiesburg, Miss.)

MGB-GT – '73 Model, Very Complete, Stored Ten Years, Overdrive, Original A/C. \$900.

Contact Jimmy Bruno @ 504-885-6849 or jjbruno@msn.com (Metairie, La.)

PARTS – MGB, Left Door W/Glass \$35, Left Door W/Glass, No Vent Frame \$25, Right Door W/Glass \$35, Engine Long Block 18V6722-L37993 \$200, 18V Cylinder Head \$150, Many Other Parts. Over 100 British car magazines & newsletters, '85 to '90, 25 Cents Each!

Contact Jimmy Bruno @ 504-885-6849 or jjbruno@msn.com (Metairie, La.)

BOOK REVIEW by Terry Dempre

Can you get an extra 8-10 hp from your dual S.U. MGB engine for around one hundred dollars? How much extra power can you get from a B by using a fancy after market exhaust header? The answers to these questions are found in the book How to Power Tune MGB 4-cylinder Engines by Peter Burgess, available for \$19.95 from all the mail order parts suppliers. Burgess makes his living by extracting every last bit of power from street and race MGB engines and cylinder heads which he has sold from his base in England for the past twenty years. The book is divided into sections dealing with each of the areas that will give more power when modified. They are: cylinder head, camshaft, carburetors, air filters (a more important part of the induction system than I could have guessed), exhaust systems, ignition, and rolling road or dynamometer testing. Burgess says the main route to greater power is found in the cylinder head and he goes into great detail on proper porting procedures and valve train components. He recommends camshafts for different application and supplies a complete specification table for some thirty cams along with a report on his experiences with each. Most of us know the importance of various component systems to power output, but Burgess stresses the importance of all modified systems working together and describes the effects that changing one can have on the others.

The book has several appendices of a very technical nature, complete with mathematical formulae to describe the workings of the cam and other systems as well as general formulae for the relationships of such things as power and torque. Also included are chapters on suspension, braking, transmission, cooling, and lubrication.

After all intended modifications are done, and indeed, even for an unmodified car, Burgess says a session on a dynamometer is necessary to maximize and coordinate all fueling and ignition settings. Shops that do this are common in England. But, I don't know of any in the New Orleans area. If you know of one, inform me, so I can do an article on it. This could be a great benefit to all of our British cars.

The most interesting and mouth watering part of the book is the section on stages of increasing power output. Burgess gives us a chart of "power recipes" outlining many different combinations of improvements and power gained from each. Starting with stock he takes us all the way to full race specification at 175 horse power. Just as important, Burgess tells us what will not work and why. Thinking of putting a hot cam in your B? You could wind up with less power and poorer drivability if you make the wrong choices.

I recommend this book to all MGB owners whether you are planning some improvements to your car or just want to daydream about eating Porsches for lunch! Now the answers to those questions at the beginning: yes and none. Better air filters, richer carburetor needles, and deletion of the middle muffler from your stock system will give you this extra power. The stock cast iron exhaust manifold and twin down pipe /S a tuned header system with several advantages over steel after market headers. It flows as well as or better than all of them.

"PULL, TWIST & PULL" HEADLAMP SWITCH CONVERSION FOR 2 SPEED WIPER MOTORS by Mr. Goodspanner

Thank Goodness that some things become simpler and not more complex as time goes on. Such has been the case in the effort to convert an old style "Pull, twist & pull" headlamp switch for use as a 2 speed wiper motor switch. First came the multiple contact three relay version, second came the double throw two relay system, next and hopefully the last comes the mechanical modification of the switch itself and the addition of a single contact switch from Radio Shack.

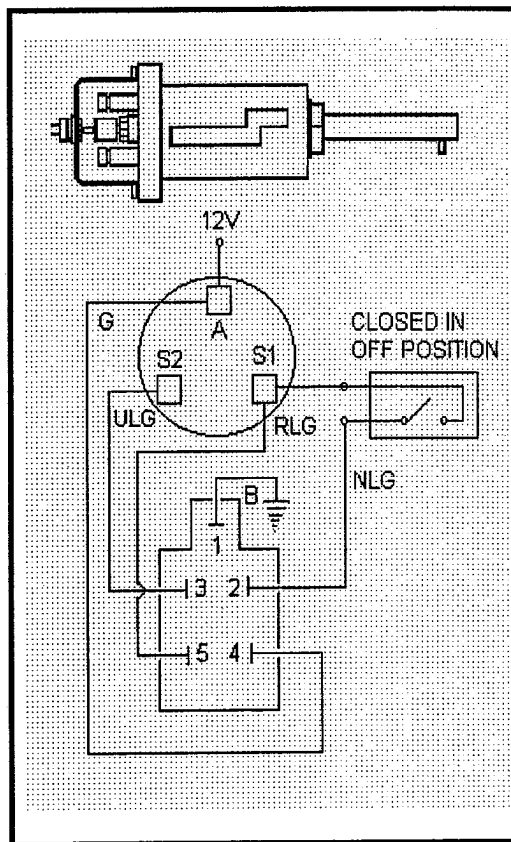
Peter Brauen suggested that if we could modify the switch assembly such that in position #2 terminal S2 only and not both terminals S1 & S2 were supplied 12 voltage, we could simplify the whole system. Peter had already modified a headlamp switch. It was not an easy task. The switch had to be disassembled. The switch had to be an older one, as the newer switches do not have a nut at the end of the shaft for easy disassembly. He had to remove that portion of the contact material on the contact barrel which supplied 12 volts to terminal S1 when the switch was in position #2. Now the switch would only supply 12 volts to terminals S1 & S2 separately.

And with a little more thinking, he advanced the idea that the addition of an externally mounted switch would make the parking mechanism work without the use of relays. The external switch could be mounted at the rear of the headlamp switch and be operated by the end of the headlamp switch's shaft.

With a headlamp switch already modified, we decided to stop off at Radio Shack on the way back from lunch and check out switches that might be suitable for our purpose. We found a small normally open single contact switch with a large push button. (Radio Shack part number 275-1556A) It was rated for 3 amps at 120 volts and was shaft mountable. Back at his place, Peter fashioned a three legged bracket out of light weight metal. He drilled and tapped the rear of the headlamp switch between its three terminals for mounting the bracket. It looked rather professional.

After some discussion as how to wire the modified switch to the 2 speed wiper motor, we hooked the whole thing up and bench tested it. It worked as expected! The motor parked with switch in the "Off" position, ran at low speed in position #1, and ran in high speed in position #2. Success and without the use of relays!

I really like it. But, for those without the necessary skills or tools needed for this modification, the two double throw relay setup will be best suited.



THANKS TO MR. GOODSPANNER

The other day while driving home and trying to eat dinner at the same time I managed to stain my NAMGBR sweatshirt with mustard. I attempted to wash it using various spot removers, none of which worked.

Then I remembered the November issue of the MORRIS GAZETTE, in particular the article "DIRTY WORK by Mr. Goodspanner". Well its worth a try, I'll use hand cleaner on my shirt, it can't make it any worse. To my amazement the shirt came clean and is good as new. Thanks Jim!!!!!!

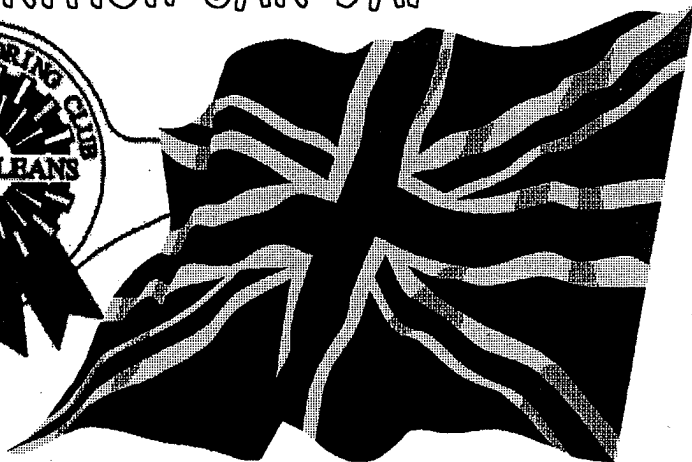
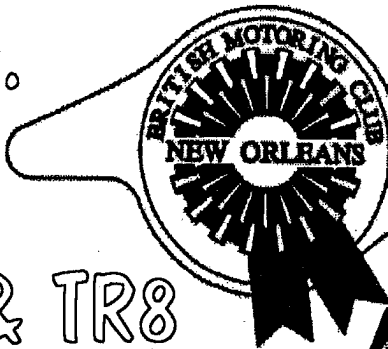
This is what makes our club so great, the sharing of ideas and technical knowledge and yes even household hints. Is this a great club or what?

Thanks Again Jim,
Richard Wolf

NEW ORLEANS 9th ANNUAL BRITISH CAR DAY

MARCH 20th, 1999.

FEATURING THE TRIUMPH TR7 & TR8



CLUB WEB SITE: <http://208.22.201.17>

SCHEDULE OF EVENTS

| | | |
|-----------------------|--|---------------------|
| FRIDAY, MARCH 19th. | PRE-REGISTRATION - LAFRENIERE PARK PAVILON | 5:00PM - 8:00PM |
| | RECEPTION - LAFRENIERE PARK PAVILION | 6:00PM - 9:00PM |
| SATURDAY, MARCH 20th, | CAR DAY SITE - LAFRENIERE PARK | |
| | REGISTRATION AND LINE UP | 8:00AM - 12:00 Noon |
| | SHOW TIME | 12:00 Noon - 3:00PM |
| | JUDGING | 12:30PM - 2:00PM |
| | AWARDS BANQUET - LAFRENIERE PARK | 6:00PM - 8:00PM |

PLEASE PRINT:

NAME: _____ ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: () _____ GUEST: _____

CLUB AFFILIATION: _____

(ALL CLUBS LISTED ARE USED IN CALCULATING GREATEST CLUB ATTENDANCE AWARD.)

FIRST CAR \$20 - AFTER MARCH 10th, \$25 - ADDITIONAL CARS \$10 EACH ANYTIME.

YEAR: _____ MAKE/MODEL: _____

YEAR: _____ MAKE/MODEL: _____

YEAR: _____ MAKE/MODEL: _____

AWARDS BANQUET - ADULTS \$7.50 # UNDER 12 YRS \$ 5.00 # FEE: _____

T-SHIRTS - \$10.00 EACH PRE-ORDERED (\$12.00 ON CAR DAY)

SM MED LRG XLRG XXLRG(\$2.00 EXTRA)
 QTY QTY QTY QTY QTY FEE: _____

MAKE CHECK PAYABLE TO: BRITISH CAR DAY
MAIL TO: POSTOFFICEBOX73213, METAIRIE, LA 70033.

TOTAL: _____

Waiver: In consideration of this entry, I waive any and all claims for myself and my heirs against the British Motoring Club-New Orleans, Lafreniere Park, 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 photograph in any broadcast, telecast, or any other account of this event.

Signature: _____ **Date:** ____/____/____.

**JUDGING THIS YEAR BY
POPULAR VOTE
& PREMIER CLASS!**

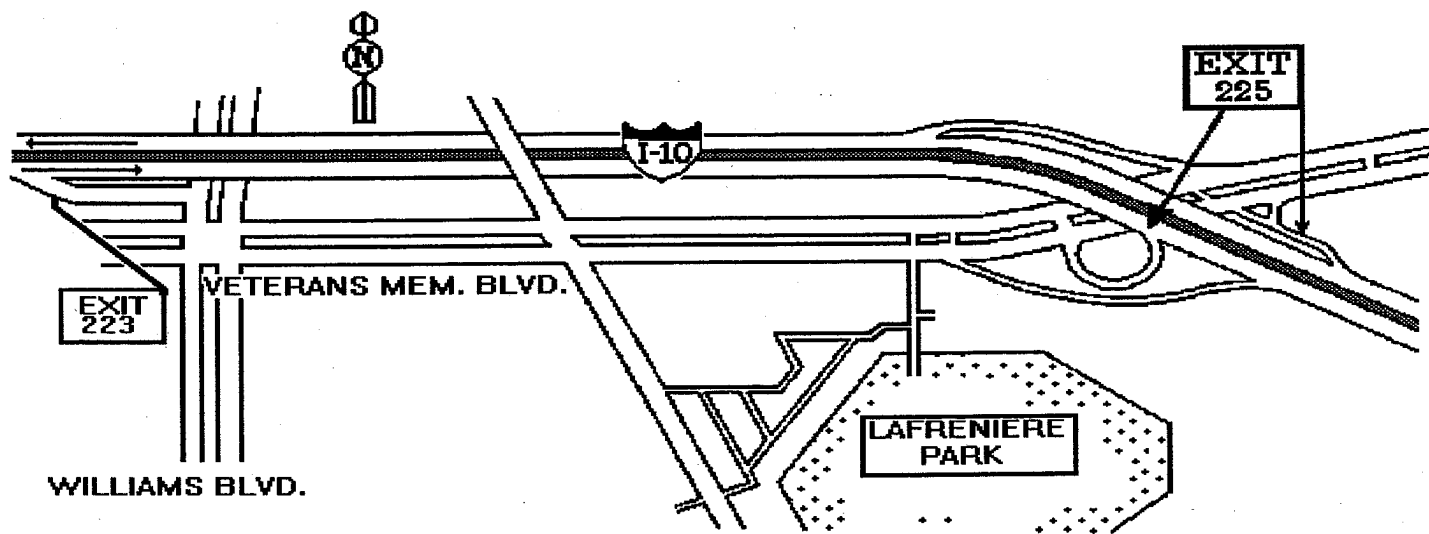


North American MGB Registry Chapter



**THE CAR DAY SITE HAS AN AIR CONDITIONED PAVILION WITH CLEAN RESTROOMS.
GREAT FOOD AND DRINKS WILL BE SOLD DURING THE EVENT.**

PROCEEDS TO BENEFIT LAFRENIERE PARK



**FOR MORE INFORMATION CALL:
CLIFF HUGHES 504-845-8709 OR
JIM JONES 504-892-7774, bmcno@neosoft.com**

ALL BRITISH CARS AND THEIR OWNERS ARE WELCOME TO PARTICIPATE IN THE CAR DAY.

**THE FRENCH QUARTER, AUDUBON ZOO, AQUARIUM OF AMERICAS,
IMAX THEATER, ETC. IN NEW ORLEANS ARE 10 TO 20 MINUTES AWAY VIA I-10 EAST!**

↑ THERE WILL BE NO HOST HOTEL THIS YEAR. ALL ACTIVITIES WILL BE HELD AT

THE PARK PAVILION.

SUGGESTED HOTELS:

EVERGREEN PLAZA INN – 504-885-4800.

LA QUINTA AIRPORT – 504-456-0003.

Revised 01-11-99.