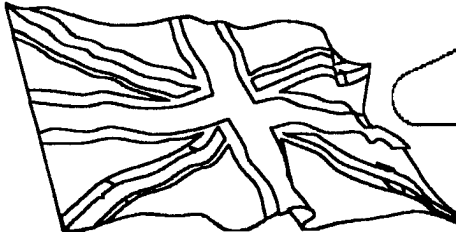
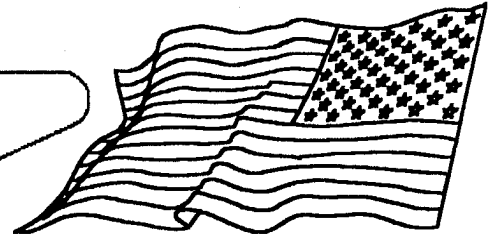
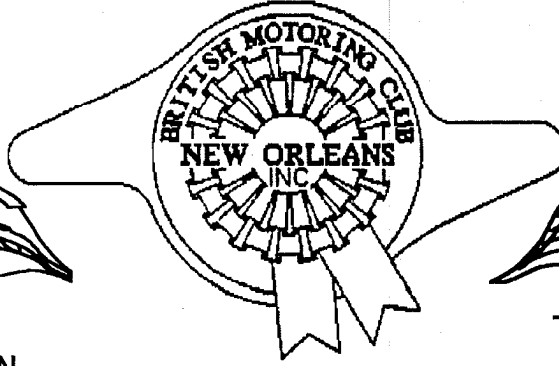


BRITISH MOTORING CLUB
NEW ORLEANS, INC.
POST OFFICE BOX 73213
METAIRIE, LA 70033



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

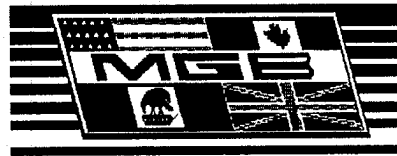


THE OFFICIAL NEWSLETTER
of the **BRITISH MOTORING CLUB** – NEW ORLEANS, INC.

Dues Due: 02/28/98

JAMES D JONES
800 W 16TH AVENUE
COVINGTON LA 70433

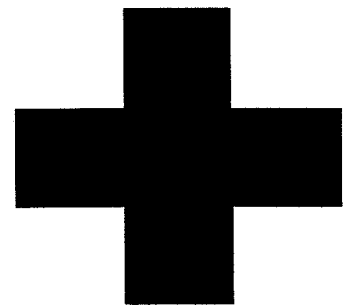
AUGUST 1997



North American MGB Registry Chapter



**ATTEND THE
BLOOD DRIVE
ALL CARS DAY
AUGUST 30TH**



BMCNO CALENDAR OF EVENTS

SEPTEMBER 1997

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16 OFFICER'S MEETING	17	18	19	20 MGT'S GOF
21	22	23	24	25	26	27 MONTGOMERY CAR DAY
28	29	30 GENERAL MEETING	UPCOMING CLUB EVENTS			

AUGUST 26

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

AUGUST 30

BLOOD DRIVE – All cars show at Clearview Shopping Center held from 10 AM to 7 PM. Donors given special attention. Club members will drive for snowballs and/or ice cream afterwards. Club official attendance time is from 4 PM to 6 PM.

AUGUST 30

KC MEET – Sixteenth Annual Kansas City All British Car & Cycle Meet.
Call John Styers for information.

SEPTEMBER 16

OFFICER'S MEETING – Bill Breithoff's Place at 7:00 PM.

SEPTEMBER 20

MGT's GOF – See Last Page for Information.

SEPTEMBER 25

FALL GOF – Southeastern MG "T" Lake Chatuge Fall Gathering of the Faithful MK IX in Hiawassee, Ga.
Call Len Thomas at 770-938-2675 for Information.

SEPTEMBER 27

Montgomery Car Show – See Last Page of July Newsletter for Information.

SEPTEMBER 28

Dave Hayden's Funkana – To be rescheduled. Conflicts with Montgomery Show.

OCTOBER 18

EMC CAR DAY – The English Motoring club hold an exposition, not a judged show, in Natchez, Ms "On The Green". Call Terry at 601-442-8684 for information.

IN MY TRAVELS by Jim Jones

The work on my '60 Morris Minor Traveller is moving right along. Although, the parts manufacturing people and the parts suppliers continually slow it down. For example, I just received a new front bumper over rider (bumper guard). Simple enough, you just bolt it into place. Wrong! The new unit did not have an accompanying bolt in place. I recovered the old mounting bolt only to discover that the hole in the new over rider bracket was too small. The bolt is a bumper bolt with a keyed shoulder, so it is not just a matter of drilling a larger hole. I had to grind a larger hole; rounded on two ends and flat on the other two ends. Why did not the manufacturer know the stock size of the mounting bolt and make the opening of the proper size? Not Whitworth sizing, you say? No, the hole was not a little off, it was a whole size off! I solved the problem using my Dremel Tool's grinding bit. I use this tool a lot. Try to get one for your birthday or Christmas. D'got'em at da Wal-Mart.

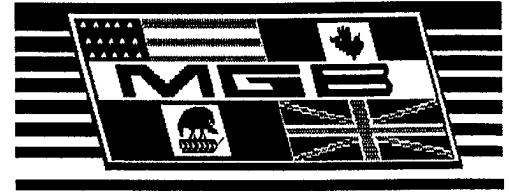
Another example is the cargo aluminum strips that I ordered. They were advertised as the strips for the Traveller cargo area and indeed they may be, but they are five of them and the book only shows four, they are all over sized in length, and are not drilled & counter sunk for mounting screws. Truth in advertising is only half truths in fact. I still would have ordered them even if I had known the facts, as my Traveller did not have the strips originally installed.

I face these kinds of problems with new parts for my British cars all the time. Are these suppliers so afraid of a lost sale that they cannot inform you that some of the parts that they supply are not "as original" or that associated parts are not included? Help us out here, guys? We are, after all is said and done, the customer. If some of you big guys wonder about slow sales, it is not because we out here are no longer buying parts for our British cars. It is just that we are getting smarter and ordering from smaller suppliers who are more honest in their dealings with us.

I know, bitch, bitch bitch. But, communicating with the suppliers does not seem to help the situation, so I am complaining to you, the customers.

Well, I finally received the "complete" cable operated clutch kit from Mini Mania which enables me to operate the right hand positioned clutch throw out lever of the MG Midget transmission that I have installed in my Morris Traveller. The kit has a very large heavy duty vinyl covered sheath and a clear covering over the spiral cable. The cable assembly appears to be more than up to the job. The brackets which mount the adjustable ends of the cable sheath however, flex when the clutch pedal is depressed. This results in lost motion and more importantly; I wonder just how many flexes will it take before one or the other of the brackets will develop a crack and fail? I think that shortly after the car is on the road, I will drive it to Bay St. Louis and ask **Peter Brauen** weld some extra support pieces onto the brackets.

After installing the clutch cable kit, I installed the rebuilt brake master cylinder into its position in the left hand frame member under the front floor board. This job completed everything on and around the transmission, enabling me to finally install the transmission floor cover with its some 30 odd brass screws and specially shaped washers. To seal the cover to the floor boards, I used a roll of closed cell foam strip. This is the type of sealing material sold to seal tops to pick up truck beds. It can be purchased in varying widths, is sticky on one side, easily conforms to varying sized openings, and is easy to work with rounding sharp corners. A bonus is that there is no mess as there is when you are working with a product that must be squeezed out of a tube or removed from a can with a putty knife. It is not expensive and is readily available at your local AutoZone. I also used it to seal my gas tank to the rear most floor of my Traveller. If the attaching fixtures are bolts, you must remove some material at the bolt holes. If you are using sheet metal screws, you can just screw them right through the foam strips.



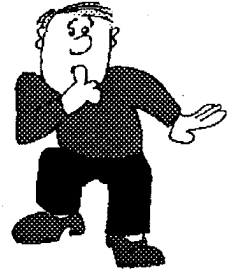
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MORE IN MY TRAVELS

I have pulled the rear end out from under the Traveller for replacement of shackle bushings, U-bolts, & mounting pads, and for cleaning & painting. I would rather not do the cleaning & painting part, but everything else under there looks so nice that I feel that I must.

Mike Scharntz has delayed having his Austin Healey dipped for a while. His 100-4 engine has been completely reassembled. The Heli-Coil preparation (drilling and tapping) for the replacement exhaust manifold studs has been completed by **Peter Brauen**. The Heli-Coils themselves will be inserted after the exhaust manifold has returned from being blasted and coated. If you have frozen broken off manifold studs and want them replaced, Peter can Heli-Coil repair the manifold for you. Give him a call at 601-467-0519 for details before you damage the exhaust manifold to exhaust pipe seats beyond repairing!

A MYSTERIOUS VOICE by Jimmie Brown



I did not drive my Midget to the last meeting. It was raining outside. Mind you it was not because I did not want my baby to get wet or anything as silly as that, but my windscreen wipers were in need of repair. This little problem has hampered many a road trip, so I decided to finally do something about it. With screwdriver and makeshift circuit tester in hand I set out to fix the drizzle flippers.

Easy enough, it was in the switch and with a little sandpaper and bending of the metal connecting strip I was in business! Hey, now that I was feeling pretty good about my mechanical/electrical abilities why not delve further and correct a few other "little" problems. Success again! I salvaged the ignition switch off of Karl Keiger's latest purchase (another Sprite), replaced my broken one and now I can start my LBC like normal people. I will no longer have to grope under my dash for the makeshift starter button.

Next: my tachometer does not tach. HmMMM, easy enough, trace a few wires and viola! No viola though. Seems the previous owner did his own style of Lucas wiring. Staring down at the rat's nest of a mess around my dirty engine I was faced with the awesome task that inevitably lie ahead. What to do, what to do? Suddenly I heard a voice, a soft gentlemanly voice that became more insistent with each passing moment. "I'll never vote for a car with bonnet down" it said. What? Who's there? Jim? Is that you Jim Jones? Where are you? No answer. Gosh, it sounded like Jim. But Jim was nowhere to be found. I do seem to remember him snubbing my prize possession at the last few car shows mumbling those same words "I'll NEVER vote for a car with the bonnet down". Wow, could this be a sign? Could this possibly get me out of the perennial third place rut that I always find myself in? Gazing down at the mess in front of me I at first backed up, took a deep breath, then had another beer, and another. Then, after hearing Jim's voice yet again, I began ripping out wires and removing anything in my way. *later that day* JIMMMMMMMMMMM what have you done to me!!! Oh my gosh, what have I done! OK relax, slip in another 8-track tape of Blood, Sweat & Tears, have another beer, re-evaluate the situation at hand. I can do it. I at first felt as though I was in Oz. With a snip snip here and a spray spray there that's how it all began...(remember the song from The Wizard of Oz?) Well, step by step, inch by inch, wire by wire I did it.

I am proud of my engine compartment now. I will no longer be embarrassed when someone asks to look under its metal exterior, and more importantly Jim Jones, I will raise the roof so to speak, next March. Now, will I drive my baby to the next meeting should it rain? Probably not, she might get wet! Oh by the way does anyone have a working tachometer for sale?

GENERAL MEMBERSHIP MEETING MINUTES by Jim Jones.

The General Membership Meeting was opened by club vice-president **Bill Breithoff** in the absence of club president **Mike Anderson** at 7:40 PM. Two new members were introduced. Bill reported on the "Flamigo Event". **Jim Jones** reported on the "Bush Run". Only five British were driven to the event this year and north shore attendance was poor. Total attendance was good with approx. thirty-five members and their guests. Bill announced that he had broken his personal record by tasting 25 of the available items on the menu this year. **Harold O'Reilly** talked about his attendance at the VTR event in Texas and about the upcoming SCCA charity event. **Frazer Rice** related his experiences at the MGA Nats also in Texas.



Cliff Hughes announced that "Rust & Paint Removals System" in Kenner, La. was again in operation. Bill announced that the "Car Day Appreciation Pool Party" date has been set for August 9th at **Kathy Greenfelder's** and that no run around the track at the "Soccer Event" will be possible. **David Hayden's** Funkana will be rescheduled due to a conflict with other club's car day. Members were reminded of the elections in October. The 50 / 50 was won by **Frank Daniel** at \$23.00. The meeting was closed by Bill at 8:10 PM.

NOTE: A guest speaker representing the Blood Drive Car Show will speak at this month's General Membership Meeting.

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

BOARD of DIRECTORS:

PRESIDENT	MIKE ANDERSON	504-466-2717.
VICE PRESIDENT	BILL BREITHOFF	504-288-4019.
TREASURER	HAROLD O'REILLY	504-486-5837.
EDITOR	JIM JONES	504-892-7774 VOICE & FAX.

MEMBERS at LARGE:

ANNE FRILOUX	504-464-1734.
CATHY GREENSFELDER	504-392-9261.
DAN MELESURGO	504-391-3227.
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	

GET THESE ITEMS WHILE THEY LAST!

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



BRITISH CARS & SPARES

AUSTIN HEALEY – Bugeye Sprite, '60 Model, New Paint, Rebuilt 948cc Engine with Flat Top Pistons & Performance Cam. Some Assembly Required. \$2800. Pending Birth Forces Sale. Call Peter Brauen at 601-467-0519. (Bay St. Louis, Ms.)

MGB – '79 Limited Edition, Red, Airconditioning, Tonneau Cover, Weber Carbs. Call Frank Daniel at 504-368-8934 or 394-7374. (New Orleans, La.)

ELECTION OF CLUB OFFICERS

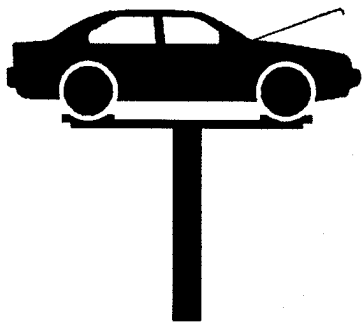
The election to select club officers for 1998 will be held at the October 28th General Membership Meeting. Please make a special effort to attend this club meeting. We need twenty percent of the club membership voting in order to conform to the club's by-laws.

Any full BMCNO member in good standing can run for any club officer's positions. Just let a present officer know of your desire to run before October 15, so that your name can be printed on the ballot form. Bill Breithoff is running for club president, Harold O'Reilly is running for club Treasurer, and Jim Jones is running for club Editor / Secretary. We are in need of a club member to run for club vice president. Kathy Greensfelder and Anne Friloux are running for members at large. We need two at least two more members to run for that four member position.

You too can be one of the movers & shakers in your British car club. If you are one of those who think the club needs to change, now is the time to act. Bring your influence to bear. Throw your hat in the ring and run for office!



TECH TIP by Henry Bourgeois



It was time for the annual state inspection of my 77 MGB. It flunked. The directional signals would not flash, but the hazard signals were fine. I ordered a new flasher unit from Victoria and it didn't solve my problem. Taking apart the old and new flasher units, I found that the new one was defective and never would have worked. I thought that the turn/dimmer/horn switch was defective. A prior owner had installed a horn button on the dash to solve his malfunctioning horn. The catalog price for the combination unit was \$80 and the steering wheel had to be removed for installation. Remembering the "old days" of TV tuner contact problems, I purchased a TV tuner contact cleaner and flooded the area of the switch, while exercising the handle. Alas, it works fine and I finally was able to obtain a current state inspection sticker for my MGB.

Editor's Note: Sorry that it took so long for your article to appear in the Morris Gazette. Your letter became buried under a short ton for British car stuff! Careful using contact cleaner. It can ruin the finish on many plastic parts.



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10-97

MY FIRST CAR by Mike Brown

Periodically, I remove the front wheels of my MGA to inspect the brake hoses, shock mounting nuts, steering ball joints and the condition of the rack and pinion rubber boots. It has been a long time since I changed the boots and on close inspection, I found that they were beginning to crack. It was time to change them!

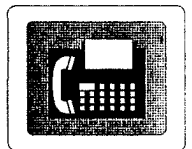
In order to remove the old ones, the steering ball joints must be removed from the steering rack tie end rods. To insure that joints and rods are replaced exactly in the same position, I sprayed some white paint on both the rack ends and the joints. This position is critical as the MGA has "0" toe-in and my tyres were wearing OK. The end of the rack has a ball socket which when turned unscrews from the steering ball joint. The rubber boots are then easily removed after loosening the boot clamps. I wiped some oil on the inside of the new boots so that they would slide onto the rack easily. Everything goes together as it came apart, but carefully line up the white paint marks before tightening the steering joint lock nuts.

The MGA rack and pinion gearbox has two oil nipples which many mechanics mistaken for grease nipples and inject grease in these fittings. There is an oil gun, which I have never seen, that is used to squirt 90 wt oil into the gear box. After cleaning the oil nipple of dirt, I removed the nipple and used a squirt oil can to inject oil into the box while turning the steering wheel from end to end after 3 or 4 squirts. The nipples were reinstalled, the wheels remounted and I'm back on the river road!

Until next time, Mike Brown.

Editor's Note: I have one of those "Oil Guns" if you want to see it. It came with my '60 Morris Minor Traveller. It works well. The problem is, if you leave any oil in it, it will leak.

Wow! Have you ever seen so many articles written by BMCNO club members in any one Morris Gazette? It has to be a record of some kind! Many, many thanks to all who have taken the time to write them up. You have made the composing of this month's newsletter a breeze.



There are more British car stories out there just waiting to be put to paper (or computer disk) and I would be happy to include them in next month's Morris Gazette. Post, Fax, or hand them to me at a meeting or event. Jim Jones, 800 W. 16th Avenue, Covington, La. 504-892-7774.



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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.



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10-97

"THE LAST OF THE LOOM" by: £. Daniel

In the year 95, an ad appeared in a prominent sales magazine sponsored by a well known purveyor of British Car Accessories.

"Your last chance to purchase the original black carpeting cut out to the correct shape and size as fitted to the M.G.T.C."

Imported as the "Last of the Loom" from the original manufacturers in England, this opportunity could not be overlooked. I promptly ordered the carpet at a cost of \$200.00, excluding UPS.

The original T.C. carpeting did not have the piping around the edges, but was originally hewn out of a roll of carpet to size. I decided to add a little Lagniappe to enhance the carpet by having the piping added.

I located a carpet trimmer on Rampart Street in New Orleans, who would undertake this delicate operation. The largest part of my conversation was explaining to the carpet trimmer that this carpeting I was entrusting him with, was the "Last of the Loom", imported from England and mistakes were unacceptable.

After a long and thoughtful pause, he led me to the rear of his storage and untidy storeroom. There he showed me a 3 ft. x 9 ft. roll of black carpeting. After scrutinizing the lay of the fibers and the back weave, I concluded the carpets were identical.

For \$45, he would make up the carpeting and throw in the piping at no extra cost!

NAMGAR (National M.G.A. Register) Grapevine, Texas 22nd annual GT report from Beverly and Frazer Rice

For those non-MGA owners this was the annual event sponsored by the national club and hosted by a local chapter. There are chapters all over the country so this fine show has been held in many interesting and fun places (next summer Chattanooga).

There are well over 5000 MGA's registered with NAMGAR from all over the world. However, only 70 made it to Grapevine, but it was a fine time anyway. Texas in the middle of July is hot!!! without the relief of an afternoon shower. Featured were a number of tech sessions, a funkhana, a dinner dance, a rallye, an awards banquet and a number of other activities to keep us busy 100% of the time. Of particular note were the presence of 5 MGA Coupes in truly fine condition, 3 of which were air conditioned!

With my new 4 core radiator in my 71 Cutlass tow car, we made the trip in cool comfort. The a/c worked the whole time and no overheating. I'll slip in a plug for The Radiator Shop and Todd Pellissier who gave a presentation at a monthly meeting some time back. Any MGA owner who is not a member of NAMGAR should hang his or her head in shame. They put out an excellent magazine and are quite active and supportive of the car hobby.

CHANGES by David C. Hayden

In the summer of 1969 I drove in several Gymkhanas in my first TR3. It was a black and white '57 small mouth (but that's another story). Some of these were run on blacktop but some were run in clipped pastures that provided clouds of dust by the end of the day. That summer a typical day involved Triumph, MG, Jaguar, Lotus, Austin Healey, Porsche and an occasional Sunbeam Alpha or Corvette.

I participated in Cen La SCCA Autocross in Hammond today. Boy, how things have changed! Out of approximately 60 cars I saw only three British cars. There was one MGB and two Spitfires, one street and one modified. I will confess I was a traitor and drove my Miata. The biggest change to me however is what a sports car is. I was definitely in the minority without a hood (roof) and only two seats. Lots of American cars participated, Corvette, Camero, Firebird, Impala SS, Mustang, a '67 Cougar, and even a modified Pinto come to mind and made up at least half the field. Next in quantity on the course were the Japanese: Mazda, Toyota, Nissan, and Mitsubishi. The Germans were represented by VW, Audi, and Porsche

Gone was the stopwatch, replaced by electronic timing down to the fourth decimal, no less. In '69 the paint wasn't quite so glossy, but I never saw a sponsor's logo on that not-so-glossy paint either. About one third of the cars ran in modified classes this time around, almost all of the cars running in '69, where I was, were stock. I don't remember having to wear a helmet back then and I don't think seat belts were mandatory either, but most participants did have them. I don't remember signing any waiver either.

Speeds are faster, handling is better, acceleration is quicker, brakes deliver more stopping power, and tires grip a lot better, even the name has changed to Autocross. With all these changes I am happy to say that the biggest thing that has somehow not changed is the fun. I had a blast. Think about taking a day and giving it a try. I'm sure this won't be my least time.

**The Original MARDI GRAS T's MG Club of New Orleans
Invites You, With Your British Motor Car To Our Second Annual British Car Fun Day.
The Day Will Include Backroads Touring, Biscuits, And Bench Racing.
Saturday September 20,1997 In Baton Rouge, Louisiana**

While it may come as a shock to some of us, today's enthusiasts did not discover the fun of collecting and driving British motor cars. The movement began in the late 1940's when a few servicemen returned to the US with various sports cars (whatever that was), and most of these were MG TC's. Since then, every new generation of fans and owners are sure that the British motor car was just discovered.

Truth is that since those pioneers in the late 40's, the fun has been ongoing, as has the driving. It is now a bit difficult to chat with those early owners of MG's, Triumphs, Healeys, or Jaguars. It is important that subsequent generations of collectors / enthusiasts know what has gone before is. Who bought them? Who sold them? Who worked on them? Who cussed and who praised? Last September, Ted Milligan told a bit of what it was like in the late 50's on into the 60's around a British motor car agency and later at an independent repair shop.

The first Mardi Gras T's MG Club's British Fun Day was well attended and much history unfolded. The Mardi Gras Ts MG Club again invites you along with your British motor car or motor bike to another look back. Please join us for the day. If you are in the New Orleans area, a caravan will depart Denny's Restaurant, Airline Highway just across from the airport terminal building.

DEPARTURE TIME IS 8:00 AM.

The drive to Baton Rouge will use River Road much of the way, no interstate travels, and finally Airline Highway into town. We will stop at **Frank's Restaurant**. Enjoy breakfast or lunch - Dutch Treat and share juicy stories about the drive to Baton Rouge. After the last biscuit has been eaten and the last coffee cup emptied, we will head over to **Fred Fabre's Carriage House Garage**.

Our Guest of Honor this year will be Bill Avery. His affiliation with our cherished toys goes back to the late 50's. He spent time at the early Baton Rouge dealership, Allied Motors. Various times found Bill at Fargason Motors, Econo-Sports, and a Triumph dealer for about 4 days, but was asked to leave after expressing his opinions about a Herald Convertible. Still he can't remember the name, though. Through Bill Avery's time line, Ted Milligan's name comes up more than once. Not too surprising, these men were among the first of the craftsmen that kept them running. Bill still does; he works at one of the better independent repair shops in the Baton Rouge area, Keith's imports. Come join us; savor the moment.

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Depart 11:00-12:30

Mike Lewis

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Come Out and Support The Original Mardi Gras T's MG Club!!!