

MY LOVE AFFAIR WITH LBC'S

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It was 1965, in Welland, Ontario. I was 19 years old, and finally had enough money saved to buy a car. There were very few "sports cars" in this town, at the time (maybe 2 or 3). A high school friend had a 1963 red MGB. I thought it was the greatest thing I had ever seen. I wanted one, so I went to Ted Luke's Garage and ordered a brand new 1965 MGB - iris blue. \$2475.00 + 3% PST. I drove that car everywhere ... all over Ontario, out to Saskatchewan, and even on my honeymoon to Texas and New Mexico! I loved it!

However, reality set in ... marriage and a mortgage, so I traded my MGB for a 1966 Chevrolet Impala. I didn't own another LBC until I moved to Nova Scotia. Here I bought a red 1974 MB Midget from a doctor in Pubnico, and later sold it to a former club member, who has since sold it to a current club member. I then purchased a 1974 & 1/2 MGB in Ontario, brought it back to NS, restored it, painted it red, drove it for many years, and then sold it, to a club member, 3 or 4 years ago. It was with that car that I started "tinkering" and realized I wanted to learn everything I could about how it worked, and how I could repair it myself. I researched anything I could find about MGB's, consulted with Club members, watched YouTube videos, purchased manuals, and used the old "trial and error" method. I was hooked!

I like taking things apart and rebuilding them. When I was 9 or 10 years old, I made model airplanes and boats. I liked understanding how they worked. I have an inquisitive mind and am mechanically inclined. It was only a matter of time before I would find something that supported my passion.

During the last 20 + years, I have purchased, restored, traded or sold the parts of many cars, including a 1974 MGB, 1959 MGA, 1959 MGA twin-cam, 1978 MGB (I gifted this one to Donna), and a 1970 Triumph GT6.

A more recent acquisition was a 1970 Triumph Spitfire, that travelled from Calgary with the sole owner, whose father had bought it for her to attend university in the early 70's. It had 28,000 original miles on it. I restored it, and sold it to a former BATANS member. Next I picked up a 1971 British Racing Green MGB, in Lunenburg. I took it all apart, including rebuilding the engine and transmission. I kept this one for myself and am still driving it.



In the past couple years, I have purchased some older classics: 1947 Bentley & 1951 Rolls Royce in Sault St. Marie, Ontario - both were later shipped to Switzerland, and a 1949 MGTD in Alymer, Ontario & 1951 MGTD in Ajax, Ontario - both of which I still have.

Then I purchased a 1978 Triumph Spitfire, that had been crushed from a roof collapse (heavy snowfall) in Blockhouse, and sold it to a current Club member in Liverpool. Ironically, it was delivered to him in the middle of a snow storm! My latest project is a 1973 MGB that had belonged to a former member in Mahone Bay. I am restoring it now and enjoying every minute!



When asked what I like most about LBC's, and in particular MGB's, I didn't hesitate ... I like working on them ... they are not complicated, like today's vehicles ... the technology is simple they're easy to figure out ... and, most of the time, all you need is a wrench and a screwdriver! I like driving them too, especially on a warm summer night, with the top down and open sky above you it doesn't get any better!

What is the most difficult thing about classic LBC's? They're not reliable ... they are 40 to 50 year-old vehicles ... every single thing in them needs to be replaced sometime. I usually only fix/replace what breaks ... I like to spend the time, not the money! I know that if a vehicle is maintained, you will have few to no issues. I am more encouraged, the more I do and learn about them. I love taking them apart, researching them, learning to fix them, watching videos, reading, etc. I immerse myself in each topic ... I can spend hours reading, talking with fellow Club members, and trying various options to solve the problem. I even dream about what I have tried and what I might want to try next!

As a result of becoming a *grease monkey*, I now have a small "shop" of my own, and work on other members' cars as well. I enjoy it when people drop by to have a look "under the bonnet" I'm currently working on, or to bring their own cars in for repairs. I have helped more than a few distraught LBC owners get back on the road. Last Fall, an elderly man from Florida, got stranded in Bridgewater, in his 1969 MGBGT. He had it towed to a local garage, who promptly called me to come rescue him, as they didn't want to touch it. Even though it was a holiday weekend, parts were ordered, delivered and installed, and he was on his way within 3 days.

What's next? I am becoming increasingly more interested in pre-war cars ... the 1920's and 1930's ... stay tuned ...