

Member Featured Car of the Month

Larry Baygents' 1963/64 MGB

By Larry Baygents

MY years with LBC's

My experience with LBC's in general started in 1972 when I graduated from college. My dad volunteered to make the payments on a new car for a year as a graduation present. I almost bought a Barracuda however the salesman reneged on the deal 48 hours after putting the deal on paper. My dad did not like the attitude of the Porsche dealer and the Datsun 240 just, well, didn't do it for me. So I purchased a 1972 MGB GT. The first night on a show off run the coil fried. On a new car! Was that a Herald of things to come? When I was transferred to Idaho in 1977, I sold my MGBGT to buy a truck. You had to be there to understand.



In 1980 my dear wife, Dianne, came to live with me in St. Louis, my hometown; without a car. So obviously, I needed another LBC for her. I assume she may be considered an enabler? This brought the 1977 Spitfire purchased from a friend who had purchase it after driving my B. The Spit has lived in the garage for the last 29 years in one state of repair or another. I have learned many lessons from that car. U joints in an unheated garage during a snowstorm that were not needed. Carburetor rebuilds and the list goes on forever.

In 2001 I decided I wanted another B. So in typical male fashion I talked to my then office mate who had a 1967 in a garage he did not have time for. There were rats to be smelled here however I didn't. I was blinded by the red paint, wire wheel disease. This car turned out to be a rusted out POS which I tried to drive for a year. Then one day, my kids told me about EBay and the deals. Eyes lighting up!!!! Finally I had found something to do with the computer.

Why, I don't know; but I purchased a locked up 63/64 B. At that time I really did not know the differences between all of the years. I have learned the hard way it was made in summer of 63 but, was made during the changeover to 64 so that the blokes at the plant cleaned out the bins on this one. I have parts from both models on it. Yes I know what a crash starter is. However, this old car drives wonderfully. It too lives in the garage most of the time. It is a daily driver. Between efforts of Steve Miller at MG Automotive and me, it runs as well as any B I have driven.

I have had all the typical issues: Tires, wire wheels, tops, HS4's, brakes, clutches stuff, interior, bushings, and bent axles. How do you bend an early B axle? In fact I have gotten so brave about these cars I no longer own a normal car. Between the Spit and the B that is all I have. My wife however, sensibly, has a Chevrolet Tahoe. That is my ace in the hole as you can tow

anything. Although, in 37 years of LBC ownership; the only time I was towed was the day I bought the new one. I am either lucky, or good? This works as I am sort of retired waiting for my wife to retire from Teaching.

My B currently runs like crazy, however, looks pretty shoddy. We have had to live through layoffs and two kids in engineering school, which does not really leave room in the budget for a \$5,000 paint job. So, ugly it is, however it runs really well. I suspect I will always own one. I save the Spit for rainy weather and snow.

If anyone needs help with Hydraulics, after 37 years I am really good; fair with carbs and ignitions but willing to help. L.W. (Larry) Baygents



Larry's Fleet