

The TRunnion

TR Register Lea Valley Group

2017 Issue 1 (Jan/Feb)

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MEETINGS VENUE

Unless otherwise specified, all Group Lunchtime Meetings are now on the **third** Sunday of the month at The Cock Inn, 23 High Street, Broom, Biggleswade SG18 9NA (Tel: 01767 314 411), commencing 12:00.

Plenty of parking space behind pub. This is a 'lunchtime meeting', not specifically a 'lunch meeting', so food is optional. However...our monthly lunchtime meetings are well supported, so **it would be appreciated if those intending to eat could please contact The Cock so that they have an idea of numbers.** The kitchen is very small and cannot cope with a sudden influx of people wanting to eat, especially if they have other customers booked or campers in the adjacent field. Most people stay for a couple of hours and are happy to wait, so it shouldn't be a case of everyone needing food on the table at the same time. Hopefully we can avoid anyone going hungry and also overloading the kitchen!

WEB SITES

TR Register: www.tr-register.co.uk

TR Forum: www.tr-register.co.uk/forums

LVG: www.tr-register.co.uk/group/lea-valley

Facebook: **"TR Register Lea Valley Group"**
www.facebook.com/leavalleyTR

Facebook - Fear not, help is at hand!

We have had a Facebook page ("TR Register Lea Valley Group" www.facebook.com/leavalleyTR) since December 2014 and despite many visits from Triumph enthusiasts from the UK and abroad, we still seem to have very few LVG members using Facebook and even fewer posting on our page. I know many are concerned about privacy and security but there is nothing to fear provided you restrict the information about yourself to a minimum. The major benefit of using Facebook is the wealth of information, photos, videos and advice available, not only about cars but also other hobbies and interests. If you need advice or help to start using Facebook, please contact me.

You don't even need to be a registered Facebook user to access the LVG page - just click on this link or type it into your browser: www.facebook.com/leavalleyTR.

Just TRY it - you know you want to!

REMEMBER: All recent TRunnions are available on the website, but if you are not already receiving them directly, it's probably because I don't have your current email address. To keep in touch via TRunnion (or to contribute letters, articles or photos), email bjmole1-trlvg@mybtinternet.com.

Disclaimer -

The TR Register wish to state that, whilst we are pleased to assist our readers/members by providing technical information, this is given on the strict understanding that no legal liability of any sort is accepted in respect thereof by the club, company, or its servants. Neither the club nor its technical advisors can be held responsible for the consequences resulting from the advice given. Any products recommended are used at the owners own risk and are not endorsed by the club.

Events Calendar

Events with an 'official' Lea Valley Group presence are shown in **bold type**. Please let me know of any other events that may be of interest to members and I will include them, plus others that I hear about.

Please contact Paul Richardson if you have queries about any of these events.

"We don't expect members to do all of the events, just good to give them the choice!!!"- Paul

Note: Monthly lunchtime meeting dates are always on the third Sunday.

2017

Jan.15: LVG 2017 Kick-Off Lunch

(Change of venue to The Royal Oak, Stevenage)

Jan.28: Nostalgia Forum Film Show, Albury, Herts
Innes Ireland, Silver Arrows (1930s)

Feb.4: LVG Committee Meeting (Provisional)

Feb.19: LVG Sunday Lunchtime Meeting/AGM
(Mount Pleasant Golf Club, Stondon)

Feb.19: MG & Triumph Spares Day, Stoneleigh.

Feb.25-26: Race Retro, Stoneleigh

Mar.5: TR Register Group Leaders Meeting

Mar.19: LVG Sunday Lunchtime Meeting

Mar.31-Apr.2: Practical Classics Restoration Show,
NEC Birmingham.

Apr.5: LVG Wednesday Evening Meeting

Apr.16: LVG Sunday Lunchtime Meeting

Apr.23: National FBHVC Drive it Day

Apr.28-30: Donington Park Historic Festival

May 3: LVG Wednesday Evening Meeting

May 21: LVG Sunday Lunchtime Meeting

Jun.7: LVG Wednesday Evening Meeting

Jun.18: LVG Sunday Lunchtime Meeting

Jun.18: Standard Triumph Marque Day, Santa Pod

Jun.24-25: Bicester Flywheel Festival

Jul.5: LVG Wednesday Evening Meeting

Jul.7-9: TR International Weekend, Malvern

Jul.16: LVG Sunday Lunchtime Meeting

Jul.28-30: Silverstone Classic

Aug.2: LVG Wednesday Evening Meeting

Aug.20: LVG Sunday Lunchtime Meeting

Sep.6: LVG Wednesday Evening Meeting

Sep.8-10: Goodwood Revival

Sep.17: LVG Sunday Lunchtime Meeting

Oct.15: LVG Sunday Lunchtime Meeting

Oct.22: Autumn Restoration Show, Stoneleigh

Nov.4: TR Register Annual General Meeting

Nov.10-12: NEC Classic Motorshow, Birmingham.

Nov.19: LVG Sunday Lunchtime Meeting

Dec.17: LVG Sunday Lunchtime Meeting

EDITORIAL

Happy New Year and welcome to the first TRunnion of 2017. I'm writing this before the traditional LVG January Kick-Off Lunch, so hope that goes as well as it did last year. We also have the AGM in February and I'm sure Pierre will deliver an excellent round-up of 2016's events, so I won't steal his thunder here. However, it was a dramatic year for everyone, with political turmoil at both national and club level and the sad and unexpected loss of two long-term members of the group - Rob Hebditch and Tony Jones. Let's hope that 2017 is a little calmer and we can concentrate on simply enjoying our TRs.

A number of LVG members experienced major problems with their cars during the year. In my case, it was not only the TR but just about every car in our family. After a heroic effort by Alan at Autolube, he managed to tweak my son's clapped-out Ford Focus through the dreaded MOT emissions test yet again, although I have promised that the car will never darken his doors again! Unfortunately, there was nothing he could do a few months later with my 'other' car, the infamous 'Skip' (or more affectionately, 'Skippy the Skoda'). The corroded brake-lines and tin-worm proved terminal, so, on its 18th birthday, it finally went to the 'Great Skip in the Sky'. As a result, we had to resort to Lynda's little Fabia to visit our daughter and family in Wales. Not only is it grossly under-powered, but for the return journey we were loaded to the gunwales with the first shipment of Sarah's family belongings prior to their move back here, so what better time for a gearbox to start making horrendous noises? Most of the trip was completed in third gear but at least we avoided calling the recovery service. At least the TR was still behaving as it was now our only car, just like the good old days. The subsequent gearbox rebuild retained only the casing. Everything else was totally U/S so it was incredible that it held together for so many miles.

Once we got the Fabia back, we thought our car troubles were over until an urgent phone call from Ben requesting a site visit with tools to investigate very sluggish performance and ludicrous fuel consumption by the Focus again. This revealed that the engine was fine but the clutch had the most extreme slip I have ever come across, resulting in a broken promise to Alan as Ben limped

TRunnion Deadlines [Late contributions accepted by prior agreement]

Please note the following easy-to-remember dates for 2017 TRunnion contributions.

Sunday 1st January

Wednesday 1st March

Monday 1st May

Saturday 1st July

Friday 1st September

Wednesday 1st November

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slowly off in the Focus to darken his doors again, followed by me in Kermit (The Skip's successor - if you have seen it in the car park at The Cock you will understand the name). Alas, about halfway there, Ben pulled into a lay-by on the A1 with zero drive and the rest of the journey was eventually resumed on a recovery truck. At least the clutch replacement was completed rapidly and the totally frictionless old clutch plate is now part of our growing black museum.

Surely we could relax after that, but guess what? En route to the TR Register in November, following Pierre through the 'Land of a Thousand Roundabouts', on changing from second to third exiting one them, I found a 'no entry' gate had installed itself in my gearbox and very noisy it was as well. After coasting into the slow lane, I eventually bit the bullet and forced it into third and managed to catch up with Pierre and complete the journey to Ardencote Manor and enjoy the festivities! Despite sage advice from LVG's Technical guru to call the breakdown service to ferry me home, I decided that as the car had been quite happy in third and fourth gear at speeds which I will not commit to print, it had to be worth trying the return trip. So, for the second time within a few months, I drove home with a two-speed gearbox, but at least I had confidence that it was possible. As followers of the LVG Facebook page will know, the gearbox and overdrive have now been rebuilt by the TR Register's 'Gearbox Meister' and I'm looking forward to a quiet period in January to reinstall them. In a depressing, but unsurprising case of déjà vu, virtually none of the gearbox internals were salvageable and we also chose to replace the casing with a correct, later one.

I'm hoping there will be no further motoring catastrophes but it looks as though the gremlins are now attacking our domestic appliances, resulting in the recent death of our tumble-drier and the central-heating boiler in its death throes, but at least the loss of those won't keep me off the road.



BrianC

STOP PRESS: I have had some worrying news from Stephen Rogers, General Manager of The Crown, Shillington. The kitchen is being modernised with more up-to-date cookers and should have been finished by Friday. Unfortunately, the gas meter and supply pipes have to be re-sited for the new equipment so they are at the mercy of British Gas. There is no way they will be up and running for a couple of weeks, so the Kick-Off Lunch will be at one of their other pubs, The Royal Oak, Stevenage. So if anyone was thinking of dropping in just for a chat and a pint, that's where we will be.

Lea Valley Group 2017-2018 Wall Calendar

YOUR chance to be in it and WIN !

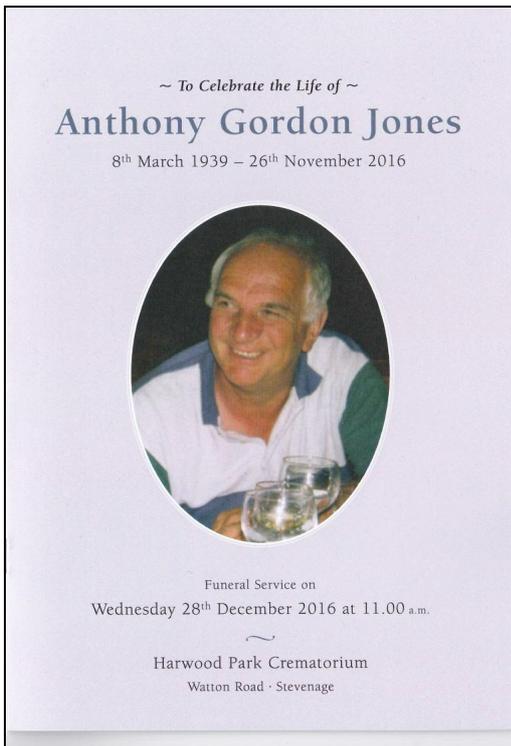
You will remember seeing these excellent images from Magda in a previous TRunnion. The time is right for Lea Valley Group to produce an exclusive Calendar for 2017. With this in mind, we need a good variety of FINE QUALITY photos to select from TR action or interesting scenes including TRs! If your photo is chosen for the calendar, you will win a prize! Early entries appreciated, with closing date mid September. Highest image quality please and email to Brian.

Remember this? - Well it seemed like a good idea at the time but in retrospect, time was too short and although we had some excellent photos from a small group of dedicated members, there really wasn't sufficient variety to create a calendar that would be of interest to all members. So, we are going to try again for 2018 and intend running a photo competition throughout the year. No details yet, but to get everyone thinking, ~~the back pages of this TRunnion include a selection of last year's submissions and a few others from TRunnion and Facebook. These include standard photos of cars and people in scenic places or at events, plus a few quirky and arty photos.~~

Well, they would have done if it wasn't for the file-size restriction when posting TRunnions on the TRR Group website. I have had to remove the photos and will create a separate photo supplement (but it may not be until next week!)

We need a lot more photos by more members this year

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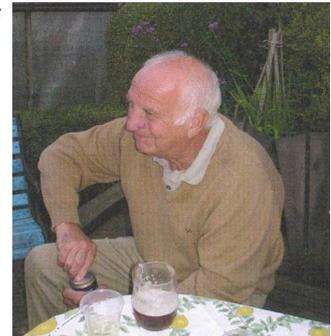


Those on my mailing list will be aware that Tony Jones sadly passed away on 26th November. Veronica has kindly given me permission to include these photos from the Funeral Order of Service for the benefit of those long-standing members that remember Tony but were unable to attend. Several LVG members attended the funeral, which was much appreciated by Veronica. At least we managed to get one TR3A there, so I'm sure Tony would have been pleased. The chapel was packed with friends and family of Tony and Veronica and we learned that there was a lot more to Tony than his very well-known motoring interests and it's amazing that he found time to actively pursue all his sports and other hobbies as well.

It should have been no surprise to learn that Tony had done a bit of rallying, as we followed him back from a lunchtime meeting at the Duncombe Arms, Waresley one day and he took the same scenic, cross-country route through the lanes that I use and he was certainly not hanging about. He was always fairly laid back and philosophical about car problems and on a group run to a Standard Triumph Marque Day at Prescott, led by Paul Richardson at the customary LVG pace we could smell

petrol. As we had encountered a number of fuel leaks shortly before, we were concerned that we were in trouble again but decided to carry on regardless. Tony was following us closely and when we arrived at Prescott he nonchalantly announced that he had used a tank-full of fuel and would have to go and fill up to get home, so that explained the stench of petrol.

The classic car club world will miss Tony as he was not only a member of TSSC and Porsche Owners Club, but also a long-term supporter of the TR Register Lea Valley Group with his two TR3As, one green with a white stripe and the other white with a red stripe. He was always cheery and good company and seemed to turn up at more events far and wide than most of us could manage. Lynda and I enjoyed Tony's company and sense of humour very much and we had missed seeing him at a number of recent events which he used to attend regularly. He was invariably one of the early birds at group meetings and we would often arrive to see him already sitting in the pub garden with pint in hand.



Group Leader's Report - 21st November 2016

This is one of those rare occasions when I have to report that the LVG members from across Herts, Beds and Bucks have had a relatively quiet period as a group. Individual members have been a little busy in their own ways however. One area in which the group has benefited significantly from these efforts is with the content of our newsletter, TRunnion. Long-standing TRR member Brian Chidwick does a great job in bringing together a wide ranging number of articles submitted by our members and somehow does it every two months – I don't know how but it keeps happening! As well as information on various rallies people have done, such as the Welland Valley Wander, we get to read about the effects of sunshine on raindrops on painted panels, Shakespeare's play Cymbeline, ethanol in petrol, RBRR 2016 and rebuilding a US TR3A import.

When considering some of the engineering activities, mention must be made of the awarding of our Bright Spark Trophy – awarded at our monthly meetings in recognition of significant work carried out personally on a TR. Two very worthy contenders in November: Tony Bannard-Smith for sorting out not only a brake master cylinder problem on his TR3 but also replacing its heater matrix; and Brian – who actually received the trophy - for finally biting the bullet and removing the gearbox from his TR in preparation for refurbishment (and not a moment too soon either, judging from the noises it was making on arrival at the AGM venue!). While on the technical front, one other contender mentioned the hours spent underneath his TR6 resolving a frequently inoperative speedo problem. The eventual cause was not the infamous right-angle drive, nor the speedo head nor the gearbox drive pinion nor a broken cable – although the cable was the root cause. The inner rotating part of the cable was able to move longitudinally such that on many occasions, one end or the other was not fully engaged.

Our numbers continue to creep upwards, with new member Andy Gough coming along with his son Chris. Both have TR7s, with one of them sporting a V8. It's true to say that neither car is in pristine condition but apparently plans are in place to sort them out. The Lea Valley Group meets every month at one of those pubs that doesn't have a bar! I mention this specifically now because at our November meeting, a wonderful log fire was blazing away and I couldn't resist a photograph. I know it's not a TR but it will still warm your heart and is just another reason for local members of the TRR to come along to our meetings – we look forward to seeing you.

So to sign off, we hope that you all had a great Christmas celebration and wish you the very best for 2017.

[This report should appear in TRaction #295 - Ed.]



Pierre Miles

Group Leader's Update - 3rd January 2017

After the three momentous events of 2016 (Brexit, Trump and Julian and Magda moving to France), what on earth is on store for us in 2017? Perhaps the LVG should start a sweepstake of some sort where we make prophesies as to what is likely to happen in 2017? A general election? Jeremy Corbyn replaced? Announcement of another Scottish referendum? LVG embarks on a European tour? My money would be on the last one, that's for sure. We just need to finalise the details, get some members to commit and get on with it.

Unsurprisingly, it has been a fairly quiet period for the LVG TR, although they are still getting out and about. For those who didn't manage to get along to it, here is a photo of someone Pat and I picked up on our way to the Cock for the December meeting – proving that you can get three in a TR. He stayed in the car for quite a couple of weeks and drew a lot of attention from others on the road. The most notable occasion was having to stop at a road junction in Aston while about 120 children from the local primary school were crossing on their way to a church service. I have to say though, that while a lot of the attention was for the back seat passenger, the car was much admired as well – quite embarrassing actually, given its rather grubby state (it's still covered in the road grime from our trip to Ireland last October!).

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As I've just mentioned our TR, a little while ago I had its 40+ year old toughened glass windscreen replaced with a new laminated screen, as the original was definitely becoming a problem when travelling in the dark and on wet roads. It was done outside my house in about 75 minutes at a total cost of about £250 – pretty good value I thought. Final bit about the car – pushed it out of the garage today to have a cruise around Stevenage (not quite the same as posing on Southend sea front) and found the battery could barely turn the engine over. It's always been on a C-Tek conditioner while in the garage but it seems as though the cold weather has extinguished the final spark of its life despite the conditioner indicating all was well.

Much more of a technical task is the one underway by Brian – overhaul of a gearbox. Check out the LVG Facebook page for photos. Having removed the box himself, Brian has very wisely left the actual task of refurb'ing the box to experts (no sleight intended, Brian). Refitting is a lot more arduous and I hope could be a joint effort with other LVG members. Regardless, Brian looks to be putting up a good case for retaining the BS Trophy for a while longer – unless someone else comes along with a good story. Come out of the garage, gents wash your hands and tell us what you've been up to with your TR.

On to serious business now. Our AGM will be at the Mount Pleasant Golf Club at Lower Stondon on 19 February. Turn-out for our AGMs is usually pretty good, possibly influenced as much by a free finger buffet as by the opportunity to review the activities and finances of the previous year and elect a new committee and Group Leader. If anyone in the LVG would like to be a committee member in any rôle, please let me know. Also, and at the risk of getting into (more) trouble, TRR ladies are also welcome to put themselves forward of course.

That's it for now – time to research batteries. Enjoy the rest of TRunnion and keep smiling.



No Members' Stories in this issue, but I know many members have stories to tell, not only of rebuilds or major projects, but how they became ensnared by this strange TR-addiction and how they use their cars – touring, competing, concours, etc. It would also be really interesting to hear from newer (and, maybe, even younger) members and some of those who do not, or cannot, regularly attend local meetings.

Letters to the Editor

From Tim Hunt - Oil Cooler Failure, part 2

I finally got around to investigating the source of the oil leak from the cooler as reported in Issue 6 and thought my findings might be of interest. I pressurised the cooler under water and could see a stream of bubbles emanating from the end of one of the horizontal pressed aluminium plates.

I returned the cooler to Think Automotive and they confirmed it must have been a manufacturing defect. Unfortunately, although I only fitted this cooler in July of this year I had bought it new in July 2007 so it was way out of warranty. At least Think did supply me with a new Heavy Duty cooler at a good discount.

As usual with a TR, one job inevitably led to another. I had to remove the radiator to clean the oil off and when I removed the top hose the capillary to the Kenlowe sensor fractured. Luckily I had a new old stock spare sensor assembly in stock – I can't really complain, it's only the second time I have changed this component in over 40 years.



~o0o~

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From Pete Muncer - TR Competition History

Brian - re the photo that Lynda was asking about at lunch, a little internet research suggests that the photo was taken at the end of the 1955 Liege-Rome-Liege Rally - Triumph won the Manufacturers Team Prize and came 5th/6th/7th overall. Ken Richardson / Kit Heathcote (5th) drove OVC 276 (the Eddie Holden car), other cars were driven by Robert Leidgens / Freddy Rouselle (6th) and Maurice Gatsonides / Guisepe Borelly (7th). The rally was won by a Mercedes 300SL driven by Olivier Gendebien (who later won Le Mans 4 times) & Pierre Stasse (who was the Clerk of the Course at the Spa G.P. circuit).

So, I got the year right (1955), but the wrong event (not the Alpine Rally) - the hotel in the photo presumably is in Liege not Monte Carlo - looks too sunny for Belgium.

Am I suffering from anoraknophobia?

Very impressive research Pete - I hope the anoraknophobia responds to TRreatment.

For the benefit of those who didn't see the photo, which Lynda had printed from a strip of negatives which came from Eddie and Jean Holden (and probably originally from Ken Richardson), here it is.



~o0o~

From Mike Aldridge - Car Lift Just Purchased



Mike Aldridge has just treated himself to a car lift to assist in the maintenance of his TR5. It is too new for him to give a write up of any experience, but if any members wanted to go to Flitwick to see it in action he is happy to show it off. He has been researching the options during 2016 and in the end purchased from "Equipment4Garages" in Bricket Wood, St Albans. Technicals are 3 ton capacity - electric/hydraulic power off single phase electric (20amp) - Max height 1 metre and mechanical locks for safety. The unit is mobile and can be moved around by one person. Price £1500 inc vat and delivery was £120 inc vat. Mike can be contacted by email at mikealdridge@virginmedia.com.

That looks like a good solution and needs to be seen in the flesh! I've seen quite a few of these at shows and on the internet but it's nice to have got one from a local supplier.

As Mike also suggested, it could be a present for a member's partner to buy the TR nut in the family. I don't think Lynda will buy me one, not even as a combined Birthday, Christmas and Anniversary present but it would certainly make gearbox removal and replacement a lot easier.

Update

Used the lift in anger for the first time today Brian. Nothing too taxing, but it really made the servicing easy (we also did oil and filter change on our Merc 350SL -1972).

Here is a photo you may want to use in TRunnion if we have not missed the cut off.

The oil collection can is £38 well spent on eBay and you can also see Ben who was chief mechanic.

It's good to see Ben justifying his LVG membership - I will probably be press-ganging our own Ben into service for my gearbox replacement!



~o0o~

From 'Dumbo' - It's Only a 15 Minute Job

You know you're not a mechanic but you do know a spanner from a screwdriver. Finally, you find the car's battery is dead – starting has been a bit sluggish for a while, even more so after a few days of cold weather and it needs replacing. Easy job isn't it?

Start off by checking the TRR website to find out what battery types others recommend, spend a bit of time deciding what to go for and then search out the best deal. Although in all probability, there is really no great urgency to complete the job, it is almost impossible not to instantly get on the case.

So, the website consensus heads towards Halfords, with their own brands (manufactured by Bosch) available and supplemented by the well-regarded Yuasa brand. There are many others of course, including the incredibly compact Odyssey brand.

What should guide the final choice? Cold cranking current (CCA) is an important number – giving you an indication of the battery's ability to provide all that current needed to turn over the engine (as well as supply more than the 10A needed for PI systems). Basically, the bigger the CCA, the better. Those batteries giving the highest CCAs tend to be physically larger than the rest, so make sure the replacement can fit in the tray – size is definitely important! Finally, check that the terminals are of the right size for your cable attachments and the right way round. Looking from the front of the car, are the terminals nearer to the front of the car or to the windscreen, and is the positive terminal on the left or right of the battery?

Choice made and of course, you can't wait for this non-urgent task to be completed so it's down to the supplier to buy the battery. On the way out, you realise that you should have taken advantage of the offer to carry it out to your car, as carrying a battery of 18kg or thereabouts on those very thin handles is rather painful after the first 20 seconds.

So, how long to physically change a battery? This is a job that should take no more than about 15 minutes. Disconnect the cables, clean up the cable clamps and make them safe. Unscrew the fasteners to remove the battery fixing bracket and simply lift the battery out. As they say in all the best manuals, simply reverse the sequence to fit the new battery, followed by covering the assembled cable clamps with petroleum jelly (or similar) to prevent corrosion build up over the following months. Job done.

Why am I telling you all this – it's not rocket science is it? (I know because I used to work in that business.) Well, despite all the careful preparation, things do not always go so simply unless you are replacing like with like. I found that the previous owner had been mean when buying a battery before selling the car as the CCA was right down at 350A when most recommendations were for a minimum of 500A. I settled on a battery that had 550A, confirmed that the battery tray could take the larger battery and checked the positions of the terminal. All appeared right so half an hour later and £90 lighter, I was back home having a coffee before starting on the 15 minute job.

As you would expect, removal of the old battery was completed without a problem. From then on, it went downhill rapidly! Dumbo had bought a battery with the positive and negative terminals the

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right way round but along the wrong side!!!! (Expletive deleted.) How? I've no idea except that the drawing I had made was wrong. Anyway, all was not lost as the cable attachments to the battery were long enough to get to the right places, so just carry on. It's just that they will now be towards the front of the car and not to the back.

It is easy to clamp the battery in place, as there is a bracket extending across the top front edge that is held in place by two J-clamps that reach down to the sides and back of the battery tray, secured by wing nuts screwed onto the ends of the J-clamps. Remember that I had bought a battery with greater CCA than the original? It is of course, physically bigger and it was nestling nicely in the tray. However, the increase in size meant that the J-clamps are now too short by 25mm. (Another expletive deleted.) Measured the length of the originals, checked the catalogue of a well-known TR parts source, found that a longer set is available, ordered longer clamps on-line, sorted!

Looking again at the bracket that retains the battery in place, it was clear that it was pretty close to both the battery terminals, now that I had the terminals on the 'wrong side' of the battery. (Yet another expletive deleted.) OK, no problem. Make a couple of cut-outs in the bracket close to where the terminals are located, paint up the bracket and it'll look as good as new.

I thought I'd do a quick tidy up before leaving the garage, including connecting the various leads to the battery terminals, pending receipt of the extended J-clamps. Guess what? The clamp for the negative terminal includes a quick release capability – very useful but it extends above the height of the battery by a few millimetres and now is extremely close to the underside of the bonnet, possibly even touching it! (And yet another expletive deleted.) After a little careful repositioning of the clamp, I have convinced myself that all is now OK, and anyway, it is the negative terminal so even if it did touch the bonnet, it shouldn't matter beyond possible paint scrape – and if you've ever seen the underside of the bonnet, you'd understand why I'm not too fussed about that.

So there you go. A simple 15 minute job that took almost every conceivable wrong turn, ranging from simple carelessness to not thinking of all the ramifications of a simple decision to increase performance in something as minor as battery performance. Be warned.

P.S: I'll let you know how fitting the new J-clamps worked out. After all, it's only a 5 minute job.

Update: It's only a 15 minute job – the conclusion

After a wait of 26 hours and courtesy of the Post Office, the longer J-clamps were received, along with new wing nuts to cover the possibility of metric threads replacing imperial threads. Here is a photo of the modified bracket and the new clamps. You can see the bend that give them their name, although in my installation, the bend had to be eased to be more of a right angle to accommodate the bulkhead bracket and the battery tray. I'd painted the modified bracket so now all I had to do was the 5 minute job of fit the clamps, put the bracket into position, fasten the wingnuts and connect the battery cables. Job done – at last!



You may ask how long this 5 minute job actually took – well amazingly, it was literally just 5 minutes. I mentioned up front that you don't need to be a rocket scientist to replace a battery. This is true but one thing does come out of this tale –even a simple job requires care and common sense.

Dumbo

No prizes for guessing who is hiding behind the 'Dumbo' nom de plume, but I suspect there are a few others who have had similar problems with replacement batteries. I still have a retaining bar from my TR4A with cut-outs and a selection of J-clamps of various sizes. It's not easy to get the best power specification with the terminals in the right orientation. I opted for a Yuasa Silver a few years ago and the terminals are at the front when fitted, so I insulate the retaining bar with tape or a rubber seal. Currently (no pun intended!), I use a plastic spine bar left over from binding small reports. Something like this (but available in most office stationery cupboards!):

<http://www.durable-uk.com/filing-and-organisation/files-and-folders/spine-bars-report-covers/spine-bars-a4-3mm.html>