

## What's Right With This Picture?



Besides being a beautiful example of a 1972 MGB, having some unusual foam air-cleaners and reminding us what sunshine looks like, David Barton's car has the battery right up front, under the bonnet, just where it should be.

David recently joined the club while on assignment in Michigan from the Australian military. His car is still in Australia and is a right-hand drive, as is the norm there.

There are lots of advantages to having the battery under the bonnet rather than way in the back as per the standard MGB. The cable lengths to the starter motor are far shorter and so deliver a higher cranking voltage. The battery gets warmer so that the electro-chemistry works more efficiently allowing it to both deliver energy and receive charge more rapidly. Finally, it's a much more convenient place to access the battery, for charging and using a cut-off switch — like that David as fitted — when servicing the car.



Obviously, when swapping the MGB to LHD, MG didn't make a total mirror imaged car. The space freed up on the right of the car, where the pedal box was, still carries some electrical components and later model cars are cluttered with emissions paraphernalia.

I think that my 1970 LHD roadster could take this conversion and would benefit from the even closer proximity of an under-bonnet mounted battery to the right-side mounted starter motor. It's certainly something I'll investigate when I wake the car from its winter hibernation.

*Rick Astley*