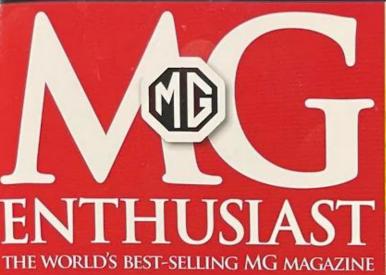
## BINGDON TRIBUTE - owning a very special MGF





## Twin Cam restored and ready for action





**OUR MGs: MGB GT RESTORATION CONTINUES** 

**SKYE'S THE LIMIT - EXPLORING THE HIGHLANDS IN A NEW** 





## ITS LOW AND THE REALLY IS THAT VITAL SPARK'S D TO LINK THE MOTOR TO RD GEARBOX...

itage classics we earth's precious ave less damage r heritage for

electric MG
ast convert your
simple. You can
it packages or
r for you. There
rdles to clear
ed off, however.
ioing to a classic
riving off in a car

k customer for are intending and example. They need to see it physically, or virtually, before any transaction takes place.

Gary says: "It's pointless using a rusty or mechanically duff donor vehicle." There are also potential warranty issues and registration implications involved.

With that in mind they also need to see the completed car, if you have gone the DIY route, and will check it all over for you. As long as all is in order, they'll issue you with a completion certificate. The reason for this diligence is to help with re-registering your vehicle. It will be classed in the UK as a Radically Altered Vehicle, a category that DVLA and some kit car builders are familiar with and, if not careful, can fall foul of.

When embarking on a radically altered





## T PEOPLE SHOUTING AT US RUINING AN MGB... 77

nverted cars to o the originals. for all intents and MGB GT looks stock r. There are no body ndages, no chassis eriors remain as the powertrain is the at should you desire, ged back).

ginal, although if you (all possible just p) you will need ponents. Electric ratively colossal, d the MGB was des ago.

spark like? The first not as it seems nnet. Gone is the es, replaced by des of a fridge or engine' sits where the B-series sat, picking up on the original engine mounting points.

The motor is a 110v, 80kW [approx. 107.3bhp] unit supplied by Netgain, a company set up to serve the aftermarket electric conversion movement. There are ten sealed battery units mounted under the floor: six at the front, four at the rear, all monitored by a Battery Management System (BMS). The units on this white B GT were sourced from Jaguar Land Rover and hail from their I-Pace R&D test cars.

The BMS basically does the job of an ECU, or engine control unit, fitted to a petrol or diesel engine that, among other things, prevents an engine from overfuelling. In this context, the BMU prevents an electric car from over-charging.

Sitting next to the BMU is the motor controller and also a charger for the car's 12v battery, which controls the auxiliaries such as lighting, air-conditioning and radio, as on a 'conventional' car.

The electric motor sits low and the

