

BINGDON TRIBUTE - owning a very special MGF

MG

ENTHUSIAST

THE WORLD'S BEST-SELLING MG MAGAZINE

www.mgentsusiast.com

May 2022 / No. 413



MGA Twin Cam restored and ready for action



FIRST TO LAST WHICH MIDGET SHOULD YOU BE BUYING TODAY?



MAY 2022 ISSUE NO.413 £5.50
9 770950 330151
05
KELSEYmedia
AN INDEPENDENT PUBLICATION

PLUS ● OUR MGs: MGB GT RESTORATION CONTINUES
● SKYE'S THE LIMIT - EXPLORING THE HIGHLANDS IN A NEW ZS

Charge?

...couldn't find a company to build
...to make their own... Could EV
...ure of classic cars?

STEVE HOLE



Gary White and Rebecca Denyer





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.
going to a classic
driving off in a car

k customer for
u are intending
nd 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





LET PEOPLE SHOUTING AT US S RUINING AN MGB... ”

converted cars to
to 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
ut should you desire,
ged back).

such as brakes and
iginal, although if you
(all possible just
p) you will need
ponents. Electric
atively colossal,
d the MGB was
des ago.

Spark like? The first
not as it seems
net. 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 over-
fuelling. 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

»

