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MGB/GTE -- Build #262



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(https://s3.amazonaws.com/evtv-cdn/registry/uploads/57MGZB/MGB-GTE at Laguna Seca July 20 2014 cropped.jpg)

Owned By	Bela Banathy
Built By	Bela Banathy
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Description

Original owner; purchased car in 1968. Driven over 500,000 miles on ICE. Stated conversion to electric drive in 2012. Conversion is 98% complete as of November, 2014; battery monitoring with Arduino to be completed. Decided to partition traction pack into three segments of 40 volts each (with two contactors) for safety reasons, and to facilitate monitoring. Kept three-synchro four speed transmission coupled to motor with adapter pate. Drive around in 4th gear most of the time, with 2nd gear for hills. Can cruise at 70 mph with ease, but I normally drive at 55 to keep range above 70 miles. The rear battery box sits close to the ground resulting in lower center of gravity. The weight distribution is now about 50/50; the car handles nicely, even in downhill corkscrew turns. The front disc brakes have been upgraded to modern calipers. With regen braking and improved brakes the car stops very easily This car has been my daily driver for years, and I hope to keep it that way years to come.

Instrumentation

Changed dash to 1980 model, with glove box and extra instrumentation. Installed Curtis 840 display and Speedhut instruments: GPS speedometer, tachometer for RPM/AMPS readings, fuel gauge driven by ZEVA FGD+, two temperature gauges to monitor motor and controller temperature; JLD 404 intelligent AH meter, digital auxiliary battery gauge, digital voltmeter to display average cell voltage in traction pack.

Location of this Conversion	Salinas, CA, United States
Original Vehicle Year/Make/Model	1968 MGB GT
Traction Motor Brand/Model	HPEVS AC-50
System Type	AC
Number of Motors	1
Controller/Inverter Brand/Model	1 x Curtis 1238-7601 with chill-plate
Throttle	PB-6
Battery Manufacturer	CALB CA Series
Battery Type	Lithium Iron Phosphate - LiFePO4
Cell Size	180 AH
Number of Cells	36
Total Pack Capacity in kWh	20.0 kWh
Charger Brand/Model	Elcon PFC-2500
Charge voltage	126
DC-DC Converter Brand/Model	Eclon 400W

Maximum Range	80 mi
Top Speed	80 mph
Watt Hours per mi	250
Tire Brand	Michelin Energy Saver
Tire Size	185/65 R15
Tire inflation pressure	32 psi
Mileage since conversion	1,200 mi
Weight before conversion	2400 lbs
Weight after conversion	2550 lbs
Conversion Start Date	2012-01-03
Conversion Completion Date	2014-11-18
Donor Car Cost	3K new
Approximate Conversion Cost	14,000

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