MGB GT LE50 ~ MYD 287E

MYD 287E was registered as a Chelsea Grey Mk I MGB GT on 25 May 1967. In 2012 it was rebuilt by Frontline Developments in Abingdon as the second of fifty ‘LE50’ GTs to celebrate the 50th anniversary of the MGB using the philosophy that characterised MG from its inception: to use available technology to create a car that’s fun to drive.

The car was ordered from Frontline by Paul Darley in December 2011 and delivered in September 2012. The interior design and specification was Paul’s. Most of the subsequent LE50s have copied many of the features specified by Paul, although red and black are more common interior colour schemes.

The body and trim colours of this car are taken from Aston Martins of that era as a tribute to the MGB’s designers: Don Hayter who designed the MGB as his first project after joining MG from Aston Martin, and Sergio Pininfarina who designed the GT version of the MGB and also designed the Aston Martin DB4 and DB5.

This car now has the following features:

# Body and interior

* British Motor Heritage body with modified engine bay and floorpan to accept the new engine, gearbox and suspension, with bracing added for improved body stiffness and with all seams welded inside and outside and leaded for additional stiffness and to eliminate rust traps.
* Body preparation and painting comprised four prime and bake cycles, one stone-chip and bake cycle, five top coats with two long bake cycles, six lacquer coats and bake cycles, and finish polishing.
* Colour: Aston Martin sage green, used by Aston Martin in the 1950s and on this LE50 because it was the British national racing colour in 1902, the first year Britain competed in an international motor race (the Gordon Bennett Cup, which was won that year by the Englishman Selwyn Edge in a Napier).
* Sound-proofing: 25 kg of Dynamat matting, and modified rain channels to minimise wind noise.
* Interior: hand-built to the present owner’s specification using beige Italian leather and Alcantara, sage green piping and stitching, and Wilton carpet.
* Equipment and furnishings: Air conditioning, cruise control, remote central locking with auto-close windows, transponder immobiliser, Smiths digital instruments back-lit in green, hazard warning lights, bi-Xenon headlights, electric windows, heated seats, electrically-heated windscreen and rear screen, USB sockets for Satnav and mobile phone, DAB Stereo with CD player, USB and MP3 connection, Bluetooth hands-free mobile phone connectivity, and centre armrest with cubby hole and mobile phone holder.

# Engine and transmission

* Description: 2-litre 4-cylinder Mazda all-alloy double-overhead-cam engine with variable valve timing, Teflon-coated forged pistons, billet crank and rods, and solid lifters. The engine management, fuel injection, 45mm direct-to-head throttle bodies, inlet and exhaust manifolds designed are custom designed and built for the LE50 by Omex Technology Systems of Cheltenham.
* Output: 215 bhp @ 7,200 rpm and 174 lb ft torque @ 3,600 rpm.
* Compression ratio: 10.8:1.
* Engine weight: 84 kg (185 lb).
* Exhaust: stainless steel custom-tuned exhaust.
* Gearbox: Mazda all-alloy 6-speed manual.
* Limited-slip differential.

# Wheels and tyres

* Wheels: Dunlop billet-alloy wheels of the design used by MG and Jaguar race cars in the 1950s.
* Tyres: Yokohama ‘C.drive 2’ 195/65/15 all-weather performance tyres.

# Suspension and brakes

* Front suspension: independent using LM 25 cast-alloy double-wishbones and uprights, with anti-roll bar.
* Rear suspension: 5-link axle with adjustable coil-over dampers and anti-roll bar.
* Steering: rack and pinion with adjustable power assistance.
* Brakes: servo-assisted discs front and rear with billet-alloy four-piston callipers; front discs being ventilated and cooled, and rear discs solid.

# Weight and performance

* Road weight: 941.5 kg (2,076 lb) with 0.7% variance front to rear.
* Top speed: in excess of 160 mph (tested at the PalmerSport Bedford Autodrome).
* Acceleration: 0 to 60 mph in 5.1 seconds (tested in wet conditions at the PalmerSport Bedford Autodrome).