



THE FUTURE OF CLASSIC MOTORING FROM FRONTLINE DEVELOPMENTS

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THE EVOLUTIONARY
MG LE50



FOREWORD BY TIM FENNA

FOREWORD
TIM FENNA



In 2010 I set our design team a challenge:

*‘Create a car that mirrors the iconic shape and style
produced by MG 50 years ago while delivering the performance,
functionality and practicality of a modern day supercar.’*

*Drawing on the skills of the most talented and forward
thinking engineers, designers and craftsmen I have ever worked
with, the end result has been named the MG LE50.*

tim fenna.



*So how does 212bhp feel in an MGB?
Stunning. We loved it.*

DAVID LILLYWHITE
OCTANE MAGAZINE – MARCH 2012

THE EVOLUTIONARY
MG LE50

We'd like to introduce you to the MG LE50. The natural evolution of the sporting Grand Tourer. There's no mistaking the car's silhouette. It's the classic MGB, designed in 1962 by Pininfarina, reimagined and re-engineered for the 21st century by Frontline Developments.

We've taken all the elements that made the original car a legend in its time and brought it up to date, allowing it to evolve into a sports car made for today.

The sports car you've been waiting for.



THE BODY

To create the LE50, we take a brand new, bespoke body shell hand built in Oxfordshire by British Heritage then apply our own exacting build standards. Every seam is welded, every panel examined, refinished and realigned until it's perfect. All panel gaps are symmetrical, every blemish eradicated. You may have also noticed that some of the familiar MGB seams no longer exist. That's because we've removed them and lead-loaded the areas to achieve a perfectly smooth, perfectly curved line. They may have been fine in the 20th century but we've evolved a little since then.

Frontline has already created something just incredibly joyful. the LE50 has huge character, true discerning exclusivity and an enormous sense of fun on its side. I'm blatting along grinning like the proverbial pussycat in a dairy.

PISTONHEADS – DECEMBER 2011



BI-XENON LIGHTS FOR
ULTIMATE VISIBILITY IN ALL
CONDITIONS

It's been a long time since we've driven something so evocative that also offers such superb and modern usable performance – this is classic British motoring minus the drawbacks and plus an immense sense of surprise and delight. Even thrown into MSN Cars' most modern of environments, this is a very fast car. It's just about the coolest thing we've driven all year – this is the Frontline MG LE50.

It is awesome.

MSN MOTORING NEWS – MARCH 2012



THE INTERIOR

When you climb inside the LE50 you'll find it's a very special place to be. From the Wilton carpet underfoot to the Alcantara headlining, it's all about quality. Hand formed alloy seat shells, covered in a choice of Connolly hide or more Alcantara hold you firmly in the corners while proving supremely comfortable on longer runs. Turn the key, push the bakelite starter button and the dashboard's bespoke period Smiths instruments spring to life, fully digital internals ensuring complete accuracy. If you can bear to forsake the engine's own soundtrack, you may want to turn on the premium JL stereo system. The Dynamat sound deadening we've lined the cockpit with guarantees your music couldn't sound better outside a concert hall.

When you're ready to make tracks, a choice of period or contemporary sports steering wheel falls naturally to hand while your luggage is safely stowed on the carpeted rear shelf, any valuables hidden away in a fully trimmed storage space concealed under the rear deck.

It is an example of British engineering and coach building at its best. This is so much more than just a new engine in an old body; in short, it is a proper celebration of a true icon. There's no trace of aggression, no sense of a car waiting to catch you out.

MG ENTHUSIAST - FEBRUARY 2012



ALCANTARA



SCOTS
PINE

MULBERRY



MIDNIGHT
BLUE



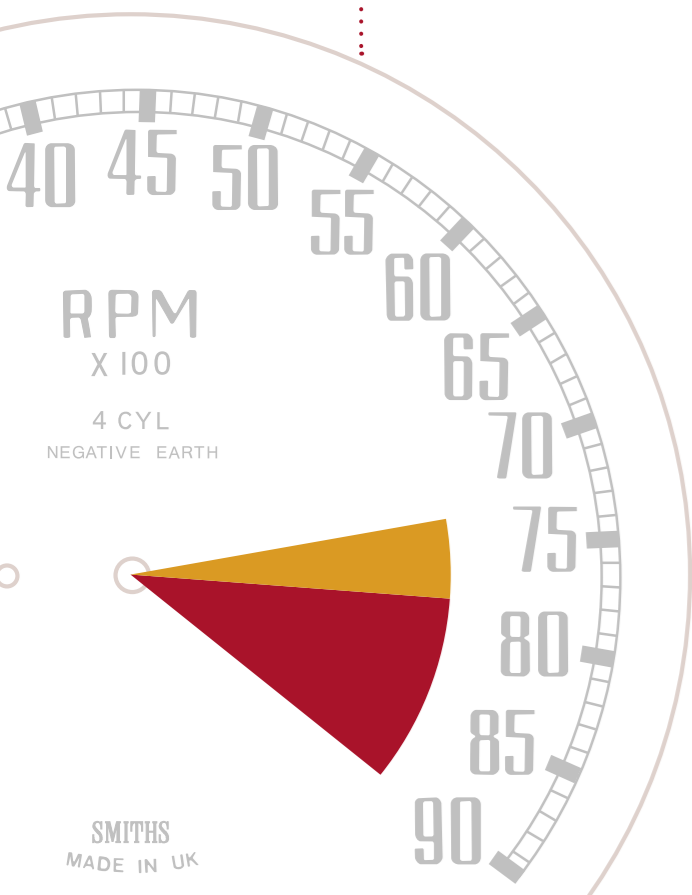
ANTHRACITE

FAWN



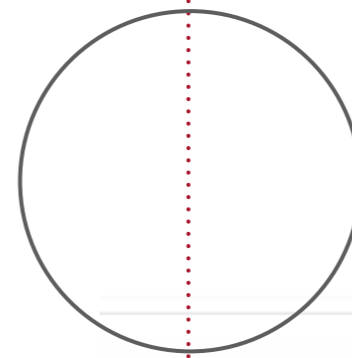
THE ENGINE AND TRANSMISSION

At the heart of the LE50 beats a brand new, factory supplied, 2.0 litre, 4 cylinder aluminium engine from Mazda. A billet crank and rods, Teflon coated forged pistons, solid lifters and variable cam timing offer the kind of performance and reliability unheard of when the original MGB hit the roads. 45mm direct to head throttle bodies, Omex engine management, 6 speed aluminium manual transmission and a 3.9:1 ratio rear differential bring the LE50 screaming even further into the 21st century.

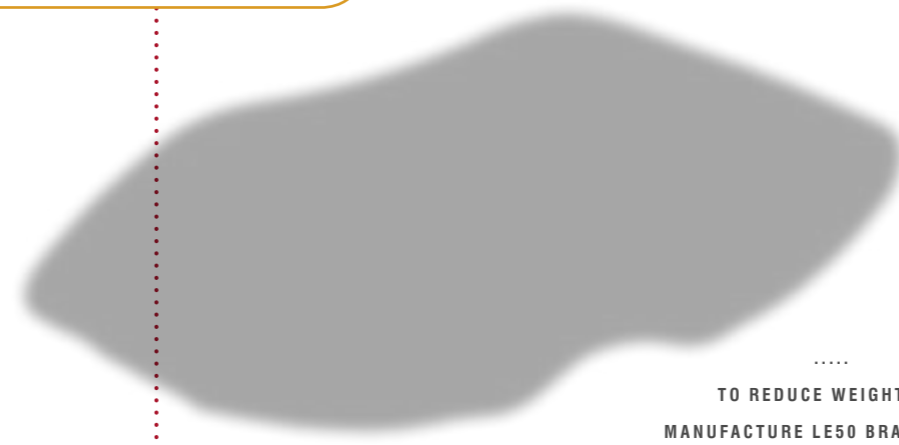


SUSPENSION AND BRAKING

With great power comes great responsibility. And with more than 20 years experience in setting up MGBs for both road and track come the ultimate bespoke suspension and braking systems. We've spared no effort in making the LE50 supremely balanced for the track while ensuring it's equally composed for daily driving, boasting perfect road manners. The suspension is fully adjustable, allowing you to choose your own ideal set up for performance and comfort, putting you firmly in the driving seat.



*In corners the MG LE 50
is an absolute joy.*
AUTOCAR - JANUARY 2012



.....
TO REDUCE WEIGHT, WE
MANUFACTURE LE50 BRAKES FROM
BILLET ALUMINUM
.....



.....
DUNLOP WHEELS WITH
2 EAR SPINNERS
.....

THE FRONTLINE TEAM



Ed Braclik



Tim Fenna

ED BRACLIK
...
PROJECT MANAGER
ENGINEERING DEPARTMENT

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AARON PICKARD
...
JUNIOR TECHNICIAN
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SPECIFICATION AND ACCESSORIES

Performance

- 0-60 mph: 5.1 seconds
- Top speed: 160 mph
- Power: 212bhp @ 7200rpm
- Max torque: 236 Nm
- Compression ratio: 10.8:1
- Max rpm: 7800
- Power to weight: 226 bhp/tonne

Dimensions

- Wheelbase: 2.312 meters
- Front track: 1.24 meters
- Rear track: 1.25 meters
- Built Gross weight: 941kg
- Front Left: 236kg – Front Right: 236.5kg
- Rear Left: 234kg – Rear Right: 235kg

Fuel tank capacity

- 54 Litres
- 12.7 Gallons

Body/Chassis

- Built on a brand new, bespoke British Motor Heritage body shell
- Fully seam welded body
- 1965 Mki GT specification wearing chrome bumpers and Dunlop wheels
- Body available in three colour options
- Gunmetal grey
- Old English white
- Sage green

Engine and transmission

- 2012 Mazda 2.0 litre 4 cylinder aluminium engine.
- Billet crank, billet rods, Teflon coated forged pistons, solid lifters, variable cam timing
- 45mm direct to head throttle bodies
- Omex engine management
- 2012 Mazda 6 speed aluminium manual transmission
- 3.9:1 ratio rear differential

Suspension and brakes

- LM25 aluminium front suspension wishbones and uprights
- Front adjustable front telescopic dampers
- Bespoke spring and anti roll bar ratios
- Bespoke 5 link rear suspension system
- Fully adjustable coil over telescopic dampers and springs
- Billet alloy 4 piston front brake calipers with ventilated discs
- Stainless steel braided Goodridge hoses

Internal construction and trim

- All cars built as 2 seater GT specification
- Fully lined with Dynamat sound deadening
- Dynaliner heat insulation applied to all floors, bulkheads tunnel and roof
- Alcantara coverings to all crash rails, dash top, centre tunnel and head lining with 'French stitch' seams (Choice of colours available)
- Wilton carpets throughout (Choice of colours available)
- Aluminium luggage rails to rear deck area (Optional)
- Leather luggage straps to rear shelf (Optional)
- Fully trimmed concealed storage area under rear deck
- Connolly leather door and panel coverings (Choice of colours available)
- Alcantara seat coverings (Choice of colours available)
- Connolly hide seat coverings (Optional)
- Hand formed alloy seat shells on adjustable runners
- Bespoke period Smiths instruments manufactured in the original style with fully digital internals. Each instrument states the chassis number of the vehicle
- Choice of period or contemporary steering wheels

Additional features

- Bi-Xenon headlights
- Foot controlled hi/low beam dip switch
- Remote central locking (Optional)
- Electric windows
- Air conditioning (Optional)
- Winter pack comprising heated seats and front windscreen (Optional)
- Integrated premium 'JL Audio' stereo system with iPod connectivity
- DAB Digital radio and blue tooth hands free (Optional)
- Rear heated screen
- Separate ignition and Bakelite 'push' starter button
- Power steering (Optional)
- Limited slip differential (Optional)
- Rear seats (Optional)
- Wire wheels (Optional)
- 3 ear spinners (Optional)

