



Release immediate

June, 2001

MEAN GREEN FIGHTING MACHINE TOUCHES DOWN INTO 24 HEURES DU MANS

Question: What's green, has a top speed in excess of 200 miles per hour and is 100 per cent British?

Answer: The all-new MG Lola EX257 Le Mans sports car charged with spear-heading MG's long-awaited return to motorsport.

MG Sport & Racing Ltd has recruited a team of leading specialists in delivering a highly competitive package on track at Le Mans.

Under the guidance of Frank Dernie, chief engineer at Lola Cars International, the MG Lola EX257 Le Mans sports car has been built to compete in the LMP675 class at Le Mans.

Rob Oldaker, managing director at MG Sport & Racing Limited said: "No one has ever won at La Sarthe in the LMP675 class so we thought it was about time that someone did just that, or at least gave the big boys a run for their money!"

Race engine specialists Advanced Engine Research (AER) – responsible for the power unit Lola used to win last year's LMP 675 class at Le Mans – became MG Sport & Racing Limited's ally in building the MG Lola EX257 Le Mans sports car.

AER's brief was to produce an engine light enough to make the weight limit, tough enough to survive the rigours of 24 hours and fast enough to take on the world's best at Le Mans. The package they produced was a two-litre, straight four-cylinder engine with single turbo and inter-cooler generating over 450Ps during race conditions.

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Team management is just as vital to the success of the MG Lola EX257 at Le Mans as technical excellence. Under the guidance of Martin Birrane, owner of Lola Cars, a team of drivers was assembled to provide the essential balance in three key areas – experience, youth and speed.

MG Sport & Racing Limited recruited test and development drivers with experience. FIA World Sports Car Champion and British GT Champion, Julian Bailey and Anthony Reid, former BTCC driver, were soon signed up. The right blend of level-headedness and raw speed were then sought. Highly talented Irishmen, Kevin McGarrity and Jonny Kane were added to the team.

Two more drivers were left to find. Warren Hughes, a former MGF Cup winner and development driver provided the historic link with MG and was immediately signed up. Finally, a former Le Mans winner and experienced Formula 1 driver, Mark Blundell, became leader (and of course joker) of the pack.

With the team assembled, the project began to pick up pace. Design work began in September 2000, just when MG's competitors commenced testing for the 2001 season.

A team at Lola Cars International began work producing the MG Lola EX257 chassis while AER delivered some extremely powerful engines. The car took to the roads at MIRA for its first shakedown in April 2001.

Nerves jangled as Anthony Reid started the car and took to the test track for the first time. The buzz and adrenaline from the car's first success were almost visible, but the hard work of putting miles on the clock became the next challenge.

Further test sessions followed in Albacete, Spain and Snetterton, England before the real measure of progress took place at the pre-qualifying weekend at Le Mans on May 6, 2001. Aside from engine niggles, Jonny Kane, 1999 Rookie of the Year at the US Indy Lights Championship, recorded a lap time of 3:53.471 seconds – placing him only eight seconds behind pole position.

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Coming off the track, Jonny said: "The track is wild, it never stops! I am really pleased. I was taking things easy because I just didn't know the circuit, so I would expect to take 15 seconds off the lap time just by getting to know the track."

Following Le Mans, two days of overnight testing were held at Magny Cours - home of the French Formula 1 Grand Prix. Anthony Reid notched up the first laps with the MG Lola EX257 in darkness as the team sought to evaluate the car in night running mode. Headlamp performance and their directional visibility were evaluated, while tyre wear and fuel usage were monitored.

Frank Dernie, chief engineer at Lola Cars International said: "We traced the cause of our engine problems at Le Mans to an ignition irregularity. In its first overnight test, the car has functioned well and the drivers have become more acclimatised to its speed. Now we're trying to achieve effective fuel economy and reliability rather than just a few good fast laps."

Since Magny Cours, Julian Bailey and Mark Blundell put the MG Lola EX257 sports car to the test at Snetterton and MIRA.

Frank Dernie was particularly pleased with the test: "The fastest lap time we recorded at Snetterton was 58.2 seconds on race tyres.

"Julian Bailey tested the car and was pleasantly surprised by the level of grip. In fact, the car's impressive hold on the race track resulted in modifications to Julian's seat and pedal settings."

Summing up the MG Lola EX257 sports car programme, Rob Oldaker said: "Everyone involved has a very high level of motivation and determination. We have some formidable combinations of machinery and people, and we are very hungry for success."

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MG X POWER IS LAUNCHED

MG Rover's director of product development, Rob Oldaker, announced on April 26, 2001, the creation of a new subsidiary company known as MG Sport & Racing Limited and its associated sub-brand, MG X Power.

Explaining the rationale for these developments, Rob Oldaker said: "We sum up the brand essence of MG in the phrase 'Outrageous fun for all'. To our way of thinking, outrageous fun is a serious business. So we have set up a serious business to generate that fun.

"MG Sport & Racing has been formed to provide a central focus on three closely related functions, which are:

1. The MG Motorsport programmes.
2. The Engineering development programmes for our motorsport vehicles and the specialised road-going MG products that will evolve from them.
3. The performance parts and merchandising activities that will amplify and support the new-generation MG sporting image.

"We have created a new sub-brand, called 'MG X Power' to bind together and symbolise all of MG Sport & Racing's activities. The letter X stems from historic MG associations, such as the 'EX' engineering project numbers and the 'XP' engine number prefix. We already use 'X' codes for today's MG prototype model codes, and our new motorsport cars have 'EX' code numbers."

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In addition to his other responsibilities, Rob Oldaker is managing director of MG Sports & Racing.

MG MOTORSPORT PROGRAMME 2001:

Le Mans 24-Hour Race, 2001

The flagship MG racing project is the Le Mans 24-hour sports car race. The car, named MG Lola EX257, has been designed and built by Lola Cars International. It will be powered by an MG X Power 2 litre, four-cylinder turbo unit from racing engine specialists Advanced Engine Research (AER).

Two EX257s have been entered into the LMP675 class (Le Mans Prototype with a minimum weight of 675kg), which Lola won in the 2000 event, also with an engine prepared by AER.

Chamberlain Motorsport is responsible for the MG Lola team management at Le Mans, and there is a strong line-up of British drivers – Mark Blundell, Julian Bailey, Anthony Reid, Warren Hughes, Kevin McGarrity and Jonny Kane.

Frank Dernie, chief engineer, Lola Cars International, said: "This is the most exciting project that Lola has done since I've been there. While the Champ Cars are great fun and very competitive this is something completely new because I don't think anyone has ever done a 675 car at this level."

Doug Bebb, project manager, Chamberlain Motorsport, commented: "This is the first 675kg category car that has been specially designed to meet the new regulations of Le Mans. It is a purpose built car with a brand new engine and a new way of manufacturing certain parts – everything is state-of-the-art."

TOCA Tour Series

Lola and AER are also consultants for the engineering of EX259, the MG ZS racing saloon being prepared for the TOCA Tour series. Two cars, using a race

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tuned 2 litre KV6 engine, will start track testing in July, and will make their competition debut at the Silverstone International meeting on September 8/9, 2001. The last three BTCC events of the 2001 season will provide 'shakedown' testing in preparation for the full 2002 season. Anthony Reid and Warren Hughes are the drivers and the team management is co-ordinated by West Surrey Racing (WSR), who previously ran successful BTCC teams for Ford and Honda as well as launching the careers of a dozen F1 stars, including the late Ayrton Senna.

Dick Bennetts, managing director of West Surrey Racing, said: "The new regulations are an exciting change. There were a lot of critics initially as the cars are not as high tech as their predecessors, but personally I believe that they should be much more cost effective and better at racing – possibly creating an equal playing field by 2002."

British & World Rally Championships

For MG's return to rallying, there is the MG ZR EX258 project in the new Formula 3 Super 1600 category. Rally experts GSE Motorsport are responsible for vehicle development and management while the car will be driven by Gwyndaf Evans (1996 British Rally Champion). AER will again prepare the 1.6 litre K Series engine. Testing begins in June, with the first outing scheduled for the Cardiff-based Rally GB on November 22-26, 2001.

Steve Bond, Team Manager, GSE Motorsport, said: "The MG ZR is a very well balanced car and provides an excellent platform from which to build. The regulations for the Super 1600cc category are very clearly defined by the FIA, making it possibly the most rigid category that there is at present. That means that the leeway in terms of car design is limited, making it a fairly level playing field that we are entering. Having said that with Baz Cannon designing the car and AER directing the engine modifications we have the ingredients with which to mount a serious attack."

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MG THE LIFE OF A LEGEND

1925 - Cecil Kimber took gold at the Land's End Trial in a dedicated trials car built using a special 1.5 litre OHV Hotchkiss engine. Kimber himself saw this car as the first really definitive MG sports car and it has survived to this day as 'Old Number One'.

English cricket team won their first test against Australia in 12 years.

1927 - A privately-entered 14/40 MG won a 100 km race at San Martin, Argentina.

First broadcasts by the British Broadcasting Corporation.

1930 - M-type MG's took the team prize in the Brooklands Double Twelve Race.

Uruguay won the first World Cup football tournament.

1931 - EX120 was the world's first 750cc car to set records of over 100 mph, at Montlhéry. 'C'-type Montlhéry Midget, a production racer, swept the board in the Brooklands Double Twelve race. A C-type claimed victory in the Ulster TT race.

James Whale's 'Frankenstein' was unleashed at the cinema.

1933 - Supercharged 1100cc six cylinder K3 MG Magnette won its class at Mille Miglia, making MG the first non-Italian marque ever to win the team prize. A K3 driven by Tazio Nuvolari, won the Ulster TT. A C-type Midget was class winner and 6th overall at Le Mans.

British tennis player Fred Perry won the US Open title.

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1935 - A K3 won the 1100cc class at Le Mans.

US gangsters, Bonnie Parker and Clyde Barrow, were shot dead by police.

1948 - MG T-series took 3rd in the second Watkins Glen GP.

David Lean's film 'Oliver Twist' was released.

1955 - ZA Magnettes of Jacobs, Foster and Waller achieved a 1-2-3 finish in The Daily Express Production Touring Car race at Silverstone. The MGA made its debut as a team of three EX182 production prototypes at Le Mans.

British Prime Minister Winston Churchill resigned and Anthony Eden became his successor.

1956/57 - Production MGAs took the team prize at Sebring. MGA and Magnette cars driven by Nancy Mitchell, won the European Ladies Rally Championships. The EX181 achieved 245.64 mph as a 1500cc class car with Stirling Moss at the wheel - 38 years before a 1433cc MGF (MG EX253) broke records with 217.4mph.

'That'll Be The Day' sang Buddy Holly and the Crickets as the first tentative steps towards a formal economic union within Europe were made.

1958 - MGA Twin Cam secured 9th at Liège-Rome-Liège. Foster won the 1600cc Class in the BRSCC Saloon Car Championship in a ZB Magnette. Brazil's great footballer, Pele, dominated the 1958 World Cup which was held for the first time in Sweden.

1960 - A special Twin Cam Coupe won the 2-litre class at Le Mans.

The novel 'Lady Chatterley's Lover' was the subject of an obscenity trial in Britain.

more...

1963 - A works MGB achieved worthy results at Le Mans over the next three years.

'Swinging' London was the fashion capital of the world - skirts were shorter while hair was longer.

1964 - An MG 1100 driven by Foster and Hedges, secured a 1300cc class win in the six-hour Touring Car Race at Brands Hatch.

'Beatlemania' shook the world and paved the way for the Rolling Stones.

1965 - Hopkirk and Hedges finished 11th at Le Mans - the best an MGB achieved and second in its class. It was the last MG to tackle Le Mans.

1965 - MGBs took an outright win, class 1-2-3 in the Brands Hatch 1000-mile race.

Russian, Colonel Alexei Leonev was the first man to walk in space.

1966 - MGB won the Marathon de la Route 84 hour race, Nürburgring.

England won the football World Cup.

1968 - MGC GTS won its class at Sebring.

Fashion shifted to 'flower power' – men's hair got longer and women's got shorter.

1983 - A 200 bhp MG Metro Turbo driven by Tony Pond took three class pole positions, one class win, four fastest laps in the Trimoco Saloon Car Championship.

'Let's Dance' sang David Bowie as seat belts were made compulsory in Britain.

1984 - The Turbo show continued with Patrick Watts in the purpose-built 6R4.

Madonna had her first big hit with 'Like A Virgin'.

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1985 - 3rd place for the 6R4 team in the RAC Rally was clinched by Tony Pond.

'Live Aid' fed millions as Soviet leader, Mikhail Gorbachev, entered the world stage.

1986 – Tony Pond took 6th place in the RAC Rally, three other 6R4s secured the team prize.

Video games became the latest craze.

1987 – 6R4 driven by David Gillanders, won the UK National Rally Championship and Will Gollup won the Lydden Winter Rallycross Championship (1986/87) and took the European Rallycross title.

The All Blacks won Rugby Football's first World Cup final.

2001 – MG Sport & Racing Limited embarks on a new chapter - 'MG X POWER' – 24 Heures du Mans, Touring Cars and Rallying.
If you didn't experience MG's past, don't miss its future....

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24 HEURES DU MANS HISTORICAL BACKGROUND

On January 24, 1906, the esteemed Automobile Club de l'Ouest (ACO) was founded. Born out of a passion of a group of men who witnessed the creation of the automobile, the organisation went on to develop renowned sporting events including the world-famous 24 Heures du Mans race.

The ACO's first 24 Heures du Mans race was held on May 26/27, 1923 and was won by Andre Lagache and Rene Leonard in their three-litre Chenard et Walcker.

Traditionally commencing at 16:00 on a Saturday in June, the 24 Heures du Mans race has been held every year since 1923, with the exceptions of 1936 and between 1940 and 1948, when World War Two intervened. To signal the start of the race, competing drivers would run across the racetrack to their cars. This famous tradition ended in 1969.

Since its inception, the 24 Heures du Mans race track has undergone 11 major changes. In its original state, the racetrack was 10.73 miles (17.26 kms) long. Modified on several occasions, the 24 Heures du Mans circuit is now 8.45 miles long (13 kilometres) and is recognised as being one of the longest circuits in the world in terms of size and reputation.

History of the 24 Heures du Mans circuit:

- In 1921 the 24 Heures du Mans circuit was used for the A.C.F Grand Prix. The circuit was made from a series of straights punctuated by turns that became legendary - Pontlieue Hairpin, Mulsanne, Arnage and Maison Blanche.

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- In the early years, expansion of the Le Mans City caused the ACO to shorten the circuit. The Pontlieue Hairpin was abandoned and Chemin de Laigné and the Route de Tars joined to an access road that opened to everyday traffic.
- Continuing expansion of the Le Mans City in following years resulted in the ACO's decision to purchase land nearby to the racetrack. As a result, the 'Dunlop Curve', the 'Esses', and Tertre Rouge Corner were developed and the front straight was merged with the Hunaudieres straight.
- In 1955, the entire starting area was modified. New pits were created, the track was enlarged and the Dunlop Curve altered. The circuit itself was reduced by 31 metres.
- Between 1968 and 1971, time and speed records were drastically slashed as a result of improved technology. To reduce the speed of cars passing the pits and to heighten security, the ACO introduced a 'conk' or uphill slope to the front straight.
- In the early 1970s the local Le Mans authority was keen to see the circuit upgraded. The ACO remodelled the circuit around the Arnage Corner and installed a new 'Porsche corner'. The drivers soon discovered the 'new section' was a great deal more technically demanding than the previous track layout.
- In the early 1980s, access to the town of Mulsanne became problematic due to heavy traffic and poor road layout. As a result, the Route North 138 intersection was converted into a roundabout, eventually becoming the slowest corner of the circuit as cars averaged speeds of 80 to 90 kilometres per hour.
- Once 400km per hour was reached at sprint speed on the Hunaudieres straight in 1988, the FISA politely requested the ACO to install a further two chicanes to slow the sprint speed of competing cars. Surprisingly, the number of cars passing the finish line increased as the cars benefited from the newly imposed braking pattern and gear changes.

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- The final modification to the 24 Heures du Mans circuit occurred between 1997 and 1999. The area surrounding the Dunlop Chicane section was enlarged to allow for cars leaving the circuit and for increased braking time. As a result of the modifications the circuit was lengthened by five metres.

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MOTORSPORT PARTNERS

MG Sport & Racing Limited wishes to thank all of its motorsport partners who have helped with the comprehensive programme for the Le Mans 24-hour race:

Lola Cars International

Advanced Engine Research

Chamberlain Motorsport

Sparco

Michelin

OZ Racing

AP Racing

Pectel

NGK Spark Plugs

M & C Saatchi Sponsorship

Sportsview

Monogram

BHP Sport

Fezborough

Peter Boutwood Design

Media Reminder

June, 2001

MG ROVER GROUP REVS UP THE INTERNET AT LE MANS

MG Rover Group's media web site – www.media.mg-rover.com – has undergone a major transformation.

Working journalists will now find a comprehensive MG Motorsport section site featuring regularly updated information on MG's participation in the Le Mans 24-hour race, World & British Rally Championships and the TOCA Tour Series.

Current and past press releases, driver profiles, high-resolution photographs and up-to-the-minute news and results will also be available from the web site.

Access to the MG Rover Group media web site is password restricted. But, to ensure journalists don't miss out on the latest news from MG Sport & Racing Limited, a generic username and password have been created specifically for Le Mans.

When prompted, type in "mgleman" for the username and "orak" as the password (without the quotation marks in each case). If you are already registered to access this site, there is no need for you to re-register.

The password and username are active at present and will remain so until Monday 25 June, 2001.

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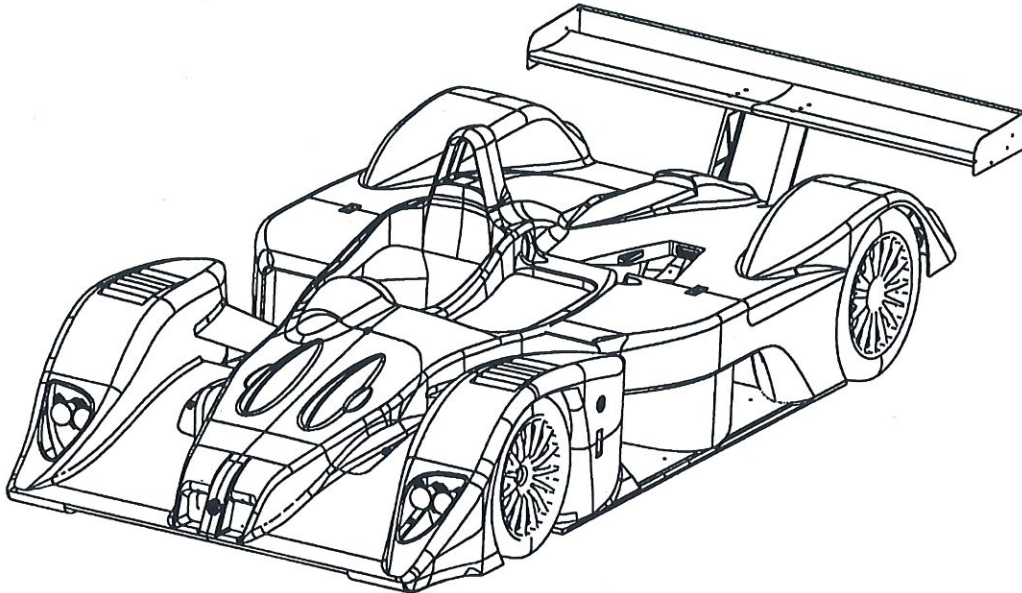
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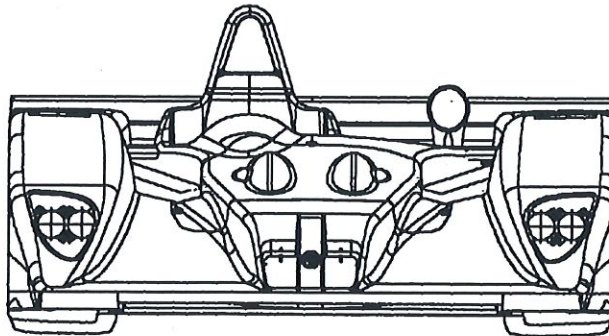


XPOWER

NEWS RELEASE



Three dimensional line drawing of the MG Lola EX257 Le Mans sports car



Front view of the MG Lola EX257 Le Mans sports car

These images can be downloaded from the MG Rover Group media web site:
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KEVIN McGARRITY

Date of Birth	3 August 1973
Birthplace	Belfast, Northern Ireland
Marital Status	Single
Lives	Belfast, Northern Ireland
Family	Father owned a car dealership and mother is a housewife. Three brothers (two run the dealership, the third is a student). Three sisters (one owns a taxi firm, another is in the medical profession, the third is a nurse)
First drove	Aged 4, a motorbike
First drove in competition	Aged 12, in a Stock Car race
First racing machine	Aged 12, Stock Car
First victory	Aged 12, in a Stock Car
Hobbies / interests	Helicopters, scuba diving, jet skiing
Favourite food	Italian food and chips
Favourite drink	Apple juice and water
Height	5' 9", 175 cm
Weight	144lbs, 65 kgs

Career Highlights

A dynamic young driver who has graduated through the ranks of karting and Formula Ford into Formula 3000 where he has continued to demonstrate his huge potential

- 2000 International F3000 Championship (4th at Hockenheim) - loss of chief engineer
- 1999 International F3000 Championship (2nd at Imola, 9th overall) - loss of chief engineer
- 1998 International F3000 Championship (4th at Hockenheim) - budget only for 3 races
Sports car Race Spa Lola T-70 (2nd)
- 1995 FF 1800 British Championship (2nd overall)
FF 1800 World Championship (Champion)
- 1993 FVL British Championship (2nd overall)
- 1989 Karting Ulster Senior Championship (Champion)
Grand Prix Race of Champions (Champion)
- 1988 Karting Ulster Junior (Champion) - Driver of the Year
Grand Prix Championship (Champion)
- 1987 Karting Ulster Junior - ½ season (Champion) - Best Newcomer
- 1986 Stockcar Junior Championship (Champion)

MARK BLUNDELL

Date of Birth	8 April 1966
Birthplace	Barnet, Hertfordshire
Marital Status	Married to Deborah
Lives	Scottsdale, Arizona, USA / Cambridge, England
Family	Two sons (Mark Jnr and Callum). His mother is a housewife, his father manufactures motorhomes. His younger sister is married and his younger brother works in public relations
First drove a car	Aged 8, Ford Anglia Van
First drove in competition	Aged 13, motocross
First racing machine	125cc motocross bike
First victory	Aged 17, Club Race at Silverstone
Hobbies / interests	Music, movies, other sports, squash, bad golf!
Favourite food	Italian and Chinese food
Favourite drink	Vanilla milkshake, Cosmopolitan cocktails
Height	5' 8", 173cm
Weight	170lbs, 75kgs

Career Highlights

An experienced driver who started his racing career in top level schoolboy motocross and since 1996 has been racing across the Atlantic in the CART Champcar series notching up many wins

1991-1996	Raced sportscars for the Peugeot factory outfit - won Le Mans 24 hours Moved into Formula One to register several podium finishes Raced for McLaren F1, Brabham Yamaha, Ligier and Tyrrell
1989-1990	Factory seat with the Nissan sports car team Pole position in the Le Mans 24 hours (1990) - youngest driver to do so Test driver for WilliamsF1 (for 2 years)
1988	F3000 works Lola seat
1987	F3000 and select F3 for Tom's Toyota
1986	FF2000 (European crown and runners-up in Britain)
1985	FF1600, Esso Champion and 2 nd in British championship FF2000 – BBC Grandstand series (Champion)
1984	Formula Ford British Junior Championships (2 nd in both)
1980	Top level of schoolboy motocross - top 36 nationally-ranked rider, won many championships

ANTHONY REID

Date of Birth	17 May 1957
Birthplace	Glasgow, Scotland
Marital Status	Married to Tina
Lives	Oxford
Family	His mother was a piano teacher, his late father, an architect. He has two brothers, one competes in Robot Wars, the other is a professional furniture designer
First drove a car	Aged 11, 30 ton earth moving vehicle
First drove in competition	1977, Jim Russell Racing School Scholarship
First racing machine	1976, Formula Ford - purchased himself
First victory	1977, Jim Russell Racing School Scholarship
Hobbies / interests	Water and snow skiing, golf, travel
Favourite food	Japanese food
Favourite drink	Malt whisky, vintage champagne
Height	5' 11", 180cm
Weight	154lbs, 70 kgs

For the record

Educated at Loretto, former school of twice World Champion Jim Clark.
In 1999 he became Patron of 'Racing for Children'.

Career Highlights

Well known for his successful driving in the BTCC, finishing runner up in 2000, he boasts over 15 years of experience in sports car and endurance racing. He is also the current holder of the British Land Speed Record

1999	British Touring Car Championship with Ford
1998	British Touring Car Championship with Nissan (2 nd in Drivers' Championship)
1997	British Touring Car Championship with Nissan Daytona 24 hours in the Newcastle United Lister Storm
1996	German Touring Car Championship and winner of Fuji Intertec
1995	Japanese GT Championship with Team Taisan (Champion) Japanese Touring Car Championship with HKS British Team at the Touring Car World Cup at Paul Ricard
1994	British Team at the Touring Car World Cup (4 th in TOCA shoot out) Japanese Touring Car Championship Japanese GT Championship
1993	Japanese Group A BMW M3 (3 rd in Championship class 2) Japanese Formula 3000
1992	Japanese Formula 3 with Tomei Sport and FamilyMart (Champion)
1990	Le Mans (3 rd) in the Alpha Porsche 962C
1989	British Vauxhall Lotus Championship (3 rd)
1982-1988	Raced Formula Ford and Formula 3 – achieved a number of victories Competed in some sports car and saloon car races

JULIAN BAILEY

Date of Birth	9 October 1961
Birthplace	Woolwich, England
Marital Status	Partner, Deborah Tee
Lives	Surrey, England
Family	3 children, (two boys, one girl) Brother, Adrian owns the infamous 'Running Mare' pub in Chobham, Surrey
First drove a car	Aged 13, in a restaurant car park in Spain
First drove in competition	Aged 15, karting in Spain
First racing machine	Aged 14, Motocross bike
First victory	1979 in his first Formula Ford race
Hobbies / interests	Skiing, restoring and building property
Favourite food	Indian and traditional Sunday roast
Favourite drink	Coke with lots of ice
Height	5' 8.5", 174cm
Weight	150lbs, 68kgs

Career Highlights

The former Formula One and BTCC driver has won both the FIA World Sports Car Championship and British GT Championship for the last two years

1997-2000	Lead driver and Test and Development driver for the Lister Sports Car Team
1992-1996	Works Toyota Touring Car driver (worldwide) and TTE Test and Development driver. Seven wins (front-wheel drive car)
1991	Formula One – Lotus – best result 6 th (Imola)
1989-1990	Team Leader – Lola / Nissan World Sports Car Project
1988	Formula One – Tyrrell – best result 8 th (Detroit)
1987	International Formula 3000 – 1 st British driver to win a round (Lola)
1985-1986	Formula Three
1983-1984	Formula Ford 2000 – BBC Grandstand Champion (Lola)
1982	Formula Ford TT Champion (Lola) Formula Ford Festival Winner (Lola)

WARREN HUGHES

Date of Birth	19 January 1969
Birthplace	Newcastle Upon Tyne, England
Marital Status	Single, girlfriend Roz
Lives	Sunderland, England
Family	Close family – his parents are retired but used to work in the pub trade, brother, Mark is 'Grand Prix Editor At Large' on <i>Autosport</i> magazine
First drove a car	Aged 13, father's Alfasud Sprint in parent's pub car park
First drove in competition	1986, local kart race in Felton, Northumberland
First racing machine	Aged 17, Kestrel 100cc kart
First victory	1987, Jim Russell Racing School training course
Hobbies / interests	Music, fitness
Favourite food	Vegetarian - especially Italian food
Favourite drink	Coke
Height	5' 9", 175 cm
Weight	144lbs, 65 kgs

Career Highlights

The runaway winner of the MGF Cup Championship in 1999, has been a Formula One and a BTCC test driver in the past but has spent most of his career racing in Formula 3 and Formula 3000 where he has been battling it out at the front of the field.

2000	Italian F3000 Championship (2 nd) Tested for the WilliamsF1 team
1999	MGF Cup Champion Final round of the British Formula Three Championship (3 rd)
1998	British Formula Three Championship (4 th)
1997	Six rounds of the British Formula Three Championship
1996	Four rounds of the STW Cup German Touring Car Championship
1995	British Formula Three Championship (4 th)
1994	Four rounds of British Formula Three Championship Final five rounds of the Japanese Formula Three Championship Tested for F1 Team Lotus
1993	British Formula Three Championship (4 th)
1991	Formula Vauxhall Lotus Championship (2 nd) Duckhams Formula Ford Festival (2 nd)
1990	Won both British Formula Ford Championships

JONNY KANE

Date of Birth	14 May 1973
Birthplace	Comber, Northern Ireland
Marital Status	Married to Lesley-Ann
Lives	London, England
Family	His wife is a teacher. His parents (retired) owned a car dealership - his father, who raced MG's and Minis, sold Rovers and MG's for over 35 years. His older brother used to race but now works in the furniture business
First drove a car	Aged 9, a Mini
First drove in competition	Aged 14, karting
First racing machine	1987, Chariot kart
First victory	1988, Kirkistown Kart Race
Hobbies / interests	Running, reading, films
Favourite food	Chinese
Favourite drink	Milk
Height	5' 6", 168cm
Weight	140lbs, 64kgs

Career Highlights

A young driver with tremendous potential. He has swept the board of virtually every championship in every formula that he has entered and, in 1999, switched to the US where, competing in the Indy Lights Championship, he secured the title of Rookie of the Year.

2000	Dayton Indy Lights (pre-season favourite)
1999	PPG-Dayton Indy Lights (Rookie of the Year)
1997	British Formula Three (champion)
1996	British Formula Three (champion)
1995	B.R.D.C. McLaren <i>Autosport</i> Young Drivers Award Tested for the McLaren F1 team British Formula Vauxhall (champion)
1994	Formula Vauxhall Winter Series (champion) European Formula Ford (champion)
1992	Irish Senior Formula Ford (champion)
1991	Irish Junior Formula Ford (champion)
1990	Irish 100 National Karting (champion)

GWYNDAF EVANS

Date of Birth	4 June 1959
Birthplace	Machynlleth, Mid Wales
Marital Status	Single
Lives	Dinas Mawddwy, Mid Wales
Family	Two children (boy and girl)
First drove a car	Aged 10, on relative's farm
First drove in competition	1975, Banger Racing in a Mini estate
First racing machine	Aged 15, Mini estate
First victory	1981, <i>Motoring News</i> / BTRDA Championship Class 1300cc
Hobbies / interests	Motorbikes, mountain biking, squash, fitness training, interior design
Favourite food	Pasta
Favourite drink	Blackcurrant juice and ice
Height	5' 7", 170cm
Weight	148lbs, 67kgs

For the record

Known to have driven the local school bus, Gwyndaf has run the family business since he was 22 years old, 'Gwyndaf Evans Motors' in Dolgellau.

Career Highlights

He has won many titles including British Rally Championship success in 1996, under the guidance of G.S.E. Motorsport, a dedicated company with vast experience of the sport.

1998-1999	British Rally Championship (2 nd both years)
1996	British Rally Championship (champion)
1995	British Rally Championship (2 nd) RAC Rally (1 st F2, 6 th overall)
1994	RAC Rally (1 st F2, 7 th overall)
1993	GPN British Championship (champion)
1991	Testing for Ford World Championship Team in Sweden, Finland, Greece, Portugal, Monte Carlo, Spain, Italy, Indonesia
1990	GPN British Championship (champion)
1988	Group N British Championship (champion)

MG Lola EX257 Sports Car

Technical Specifications

MG Lola EX257

Engine	MG XP-20, in-line 4-cylinder turbocharged and intercooled
Capacity	2.0-litre
Power	c450PS, with top speed potential of c215mph
Transmission	6-speed sequential gearbox
Material	Lightweight magnesium main case
Clutch	Carbon pull-type
Cooling system	Aluminium water and oil radiators & intercooler
Chassis	One-piece carbon fibre composite monocoque
Suspension	Fabricated steel double-wishbones front & rear Front suspension pivoting on flexures
Brakes	355mm dia x 35mm, carbon fibre discs
Brake pads	152mm x 53mm x 25mm carbon
Wheels	Forged magnesium
Front	18" diameter on 11J rims
Rear	18" diameter on 13J rims
Tyres	
Front (cm/ratio)	27/65 x 18"
Rear (cm/ratio)	31/71 x 18"
Steering	Rack & pinion
Dimensions	
Length	4500mm
Width	2000mm
Wheelbase	2750mm
Front track	1750mm
Rear track	1600mm
Weight	675kg
Fuel tank capacity	90 litres

MG ZR EX258 Rally Car

Technical Specifications

MG EX258 Rally Car

Engine	K Series, in-line 4-cylinder with twin-cam 16v & fuel-injection
Capacity	1.6-litre, 1588cc
Power	c200PS
Transmission	6-speed sequential dog-engagement gearbox
Clutch	Single plate ceramic
Chassis	Fully seam-welded bodyshell, with welded-in roll cage
Suspension - front	MacPherson strut with coil springs, telescopic shock absorbers
- rear	H-frame/coil springs with 2-way adjustable telescopic dampers
	Anti-roll bars front & rear
Brakes - front	300mm dia (gravel), 355mm dia (tarmac) ventilated discs
- rear	with 4-piston callipers
	265mm ventilated discs with twin-piston callipers
Wheels	Aluminium alloy
- gravel use	15" diameter on 6J rims
- tarmac use	17" diameter on 7J rims
Tyres	
Tarmac (cm/ratio)	17/63 x 17"
Gravel (cm/ratio)	15/64 x 15"
Steering	Rack & pinion
Dimensions	
Length	3990mm
Width	1688mm
Wheelbase	2505mm
Weight	960kg
Fuel tank capacity	60 litres

MG ZS EX259 Touring Car

Technical Specifications

MG EX259 Touring Car

Engine	KV6, 6-cylinder - naturally aspirated V6 24v with fuel-injection
Capacity	Two-litre, 1997cc
Power	c270PS produced with max. revs at 8,500 rpm
Oil system	Wet sump with single oil/water heat exchanger
Cooling system	Single water radiator
Transmission	6-speed gearbox with sequential gear selection
Clutch	5½" triple-plate sintered metallic
Chassis	Fully seam-welded bodyshell, with integrated roll cage
Suspension - front	Double wishbones
- rear	Lower wishbones with camber and toe adjustment links
	Anti-roll bars front & rear
Brakes - front	343mm dia x 32mm thick ventilated discs with 6-piston callipers
- rear	290mm dia x 9.5mm thick solid discs with twin-piston callipers
Wheels	Aluminium alloy
	17" diameter on 9J rims
Tyres - front & rear (cm/ratio)	24/61 x 17"
Steering	Rack & pinion
Instrumentation	Digital dash display and data logging system
Dimensions	
Length	4650mm
Width	1700mm
Wheelbase	2620mm
Weight	1150kg (including driver)
Fuel tank capacity	60 litres