



Release immediate

June 18, 2001

MG LOLA EX257 SPORTS CAR IMPRESSES AT LE MANS 24 HOUR RACE

MGs return to the 24 Heures du Mans race, 36 years since MG last competed at this historic event, impressed on its first outing. Having qualified 1st and 2nd in the LMP675 class, the MG Lola reached 3rd overall within two hours of the start, and established the fastest wet weather lap, with a blistering 3rd fastest time overall.

Two MG Lola EX257 sports cars were entered into the LMP675 class – the lightest qualification group – and driven by six all-British drivers; Mark Blundell, Julian Bailey, Kevin McGarrity (car 33), Anthony Reid, Warren Hughes and Jonny Kane (car 34).

The 4pm start on Saturday opened to a torrential downpour on the farside of the track. Many cars spun and crashed in the opening laps, including MG Lola car 34, which suffered rear wing damage and later a puncture. Anthony Reid, commented: "You cannot believe what it was like. It's my fourth appearance here and I've never had an experience like it! Up to this point we'd made a really good start and overtaken a few cars and the car was performing fantastically well." Mark Blundell posted an impressive 3m 42.476s lap and by the first hour, the MG Lola car 33 was in 7th position while car 34 had slipped back to 37th following the earlier pit stops.

As the race settled into its stride, the rain was still pouring down and the pace of the MG Lola saw it climb to its best race position of 3rd place, within the first two hours. Commenting on his first stint, Mark Blundell summed up his drive: "Le Mans at its best – it throws everything at you!"

As the hours clocked up, MG Lola car 33 progressed well, lapping fast in the hands of Kevin McGarrity. Kevin who had previously qualified brilliantly in his first ever drive at Le Mans in the dark, was lapping very quickly in the appalling weather conditions. At that point he was the fastest man on the track.

MG SPORT & RACING LIMITED

International Headquarters, Longbridge, Birmingham, B31 2TB England

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Registered Office: International Headquarters, Longbridge, Birmingham, B31 2TB England
Registered in England. Number 4084371. 2001 Registered Company

Kevin McGarrity said: "It was very difficult. The water was running down the inside of my visor and there was an awful lot of spray. These were the most treacherous conditions I've ever driven in." Car 34 also lapped well, before stopping after 4½ hours with low oil pressure, joining the Bentley No.7 car at the same time, into retirement.

Into the evening with eight hours and a third of the race gone, the MG Lola was pressing on, despite the persistent lashings of rain, which were causing electrical difficulties. Later, an oil leak necessitated repairs by the team. The MG Lola EX257 returned to the track before rising temperatures, just after the 12-hour halfway time point led to its retirement. It was an impressive performance given the limited-testing time, the extreme weather conditions and on a car that had never had the opportunity to be endurance tested.

Kevin McGarrity, MG Lola car driver said: "It's a little disappointing, everyone's worked so hard. We've done extremely well to race for this long. So what we are going to do is go testing and come back again with a vengeance. It's been fantastic. I wish I didn't have to wait another year to come back."

Rob Oldaker, managing director, MG Sport & Racing Limited: "We are immensely proud to have brought MG back to Le Mans and frankly it has been beyond our expectations to have been running as high as third and to have completed more than half the race time! This has always been our learning year and now we are confident that we will have the right package to make MG even more successful next year."

"I'd like to thank everyone on our team and also the thousands of people who have supported us here and at home."

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Media web site: www.media.mg-rover.com



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Release immediate

June 11, 2002

MG LOLA EX257 SPORTS CAR READY FOR LE MANS CHALLENGE

MG returns to Le Mans this weekend to challenge in the 24-Heures du Mans endurance race. Following an encouraging period of development and spurred on by results at the official test last month the team are looking to put in a positive performance.

The two MG Lola EX257 sports cars, designed and built by Lola Cars International, are entered in the LMP675 class – the lightest qualification group. They are Powered by the MG XPOWER 2-litre, four-cylinder turbo unit which has been developed by racing engine Specialists Advanced Engine Research (AER). Chamberlain Motorsport have been responsible for the testing schedule and will strive for the smooth running of both sports cars during the race. To complete the truly British package, there is an all-British driver line up – Warren Hughes, Jonny Kane and Anthony Reid (car 26) and Mark Blundell, Julian Bailey and Kevin McGarrity (car 27).

The cars will be clearly visible around the circuit in their distinctive green and XPOWER grey. This year also sees the vibrant flames of Hot Wheels Racing with additional support from Mobil 1, Michelin, Ramada Jarvis, MG Rover UK Dealers and St Modwen property developers.

Following fantastic support in 2001 for MG's return to Le Mans after a 36 year absence Rob Oldaker, managing director of MG Sport & Racing is looking forward to returning. He said: "The atmosphere we experienced last year at the Le Mans circuit was quite amazing. Since then we've undergone an extensive development

and testing programme and feel confident of improving on last years outing in terms of results and endurance. This year we are certainly more prepared and really can't wait."

Frank Dernie, chief engineer, Lola Car International added: "Obviously we're a lot more optimistic than last year as we have some decent testing under our belt – everything has been running reliably. It would be great if we can fulfil the ACO's ambition to get a 675 on the podium.

Having more time to familiarise themselves with the car, the MG XPOWER drivers are looking forward to this years race. They commented:

Car 26

Kevin McGarrity

"I can't wait to get back to Le Mans as I know what to expect after last year, both on and off the circuit, and can prepare myself accordingly. I'll be able to concentrate on the job at hand because the car has been going well in recent tests and reliability doesn't appear to be an issue."

Jonny Kane

"I'm very upbeat about our chances at Le Mans this year. I think we have the overall package to produce and am hoping for an excellent result."

Anthony Reid

"I'm going into Le Mans with a high degree of confidence. Testing has gone well and compared to this time last year I am much more optimistic about completing the distance. This is a great car to drive - it's very fast."

Car 27

Mark Blundell

"We're coming to Le Mans off the back of some very encouraging testing. There has been a vast improvement in durability, engine performance and also tyre wear – thanks to Michellin. I'm expecting a good results in qualifying along with a much stronger showing in the race than last year – I'd like to see us up amongst the 900 cars!"

Julian Bailey

"We're heading for Le Mans with a lot of enthusiasm and rightly so as we have shown our pace. Traffic on the circuit is always a problem in qualifying but I think that we'll be capable of running at the front. We'll be challenging!!"

Warren Hughes

"The mood in the team is very upbeat following our recent tests. We are so much more prepared than this time last year. I think we can do something really special."

Note to Editor's:

Final qualifying for the race takes places on the evening of Thursday 13 June and the 24-Heures du Mans race commences at 1600hrs on Saturday 15 June.

Regular updates will be posted on our websites – www.media.mg-rover.com and www.mg-xpower.com

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MG at Le Mans

The MG name goes back a long way at Le Mans. Different models have appeared at the classic French endurance race over the years, with the MG Lola EX257s keeping up the MG tradition, taking on the greats of the sport.

The 1930 race saw the first appearance for MG, when two Midgets contested the event. In a classic era of Le Mans, dominated by huge Bentleys, the 847cc cars sadly failed to last the full distance, but that didn't stop another C-Type Midget being entered the next year. Crewed by Francis Samuelson and Freddy Kendell, the car was still running at the end, but was not classified by the organisers in the final results.

Another C-Type was entered in 1932, but the first great landmark in MG's Le Mans history came a year later when a supercharged C-Type was brought home a superb sixth overall by Maurice Baumer and Ludovic Ford. Not only did the car finish well in the outright positions, it won the under 750cc class – a great achievement.

In 1934 things got even better for MG, with a supercharged K3 Magnette finishing an amazing fourth place overall – the best finish for the British manufacturer. Roy Eccles and Charles Martin shared the supercharged machine, and claimed the 751 – 1000cc class crown.

Seven MG's were entered in 1935, with most of the attention on the three entered by Captain George Eyston, the famous Land Speed Record holder. The three lady crews were Doreen Evans and Barbara Skinner, Joan Richmond and Mrs Gordon Simpson, and Margaret Allen and Coleen Eaton – the first all-female team entry in the history of the race. Impressively, all three cars took the chequered flag, claiming 24th, 25th and 26th places.

Post-war, Le Mans success proved elusive for many years. On the first running of the race once hostilities had ended, the MG of Curly Dryden and George Phillips was disqualified for receiving outside assistance – the guilty mechanic even being driven back to the pits in the car before it re-joined the race, with reports suggesting he was even waving to the crowd! In 1951 Phillips teamed up with Alan Ripon to drive a modified TD, but were eliminated by an engine problem.

Two MG's finished in the ill-starred 1955 race, while in 1959 an MG Car Club entry retired with six hours to go after an eventful race, which included hitting a dog on the straight!

1960 saw another class win for MG, with Roy Lund and Colin Escot this time bringing the car to the end of the race, avoiding any strays, to finish 12th overall.

1965 saw a modified MGB driven by Andrew Hedges and rally ace Paddy Hopkirk. Competing against the might of Ferrari and a host of seven-litre Fords, the 1800cc car – featuring modified nose aerodynamics to enhance the time spent at speed on the long straights at the circuit – put in a strong performance, and the duo brought the car home a very creditable 11th overall.

After an absence of 36 years, 2001 saw an impressive return of MG at this famous race in the form of the MG Lola EX257. Sports cars were entered into the LMP675 class – the lightest qualification group – and driven by six all-British drivers; Mark Blundell, Julian Bailey, Kevin McGarrity (car 33), Anthony Reid, Warren Hughes and Jonny Kane (car 34). Together with a limited testing programme and torrential rainfall during the race, car number 34 was forced to retire after 4½ hours due to low oil pressure. The damp conditions took a hold remaining car, which finally retired just after the 12-hour stage due to electrical problems.

In June 2002 the all-British team return to the 24 Heures Du Mans.



29th May 2002

Fast Track Branding for Ramada at Le Mans

Jarvis Hotels plc, the top-ten UK hotel business has landed the contract to create a hotel in just 5 weeks as part of a deal that will put the operator in pole position with the European corporate hospitality circuit at Le Mans. Jarvis Hotels plc, who signed a franchise deal with the Marriot Inc's Ramada International Hotels and Resorts brand last year – will service the Ramada MG XPOWER Le Mans Hotel.

Whilst the Ramada brand already has a strong presence in Europe, Jarvis Hotels plc believes that UK involvement in the present project will act to create the recognition that will put the 56 Ramada Hotels and Resorts in Britain firmly on the map for continental business travellers. Says Commercial Director of Jarvis Hotels, Lawrence Alexander "This unique branding opportunity is completely on strategy for us at a time when it is critical to maximise our new Ramada identity. We were are delighted to be involved in the Ramada MG XPOWER Le Mans hotel project, a key marketing opportunity that we know will appeal to the business community in Europe."

Work began on the new Ramada MG XPOWER Le Mans Hotel which can accommodate up to 250 guests this week, and the expertise of Jarvis Hotels plc (who already sponsor the MG XPOWER team in the UK this season) will be integral to the success of one of the swiftest hotel construction projects ever undertaken in Europe.

The Ramada MG XPOWER Le Mans Hotel is to offer the same standards as the 56 Jarvis hotels, which already fly the Ramada flag in Britain. Over the next few weeks, Jarvis Hotels is to import 400 duvets, toiletry packs, sheets, dressing gowns and even slippers as the hotel is groomed to meet Ramada's internationally recognised service standards.

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-Ends-



XPOWER

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Release Immediate

May 5, 2002

MG SPORT & RACING

Le Mans
MG Lola EX257

OFFICIAL TEST

Weather / Track: Bright / Dry

MG ZS EX257 Car no 26 Jonny Kane & Kevin McGarrity
8th Overall (2nd in Class) 3.35.348

MG ZS EX257 Car no 27 Julian Bailey & Mark Blundell
5th Overall (1st in Class) 3.33.414

In contrast to last year's race the official test for the 2002 24 Heures Du Mans remained dry. The two "MG XPOWER Hot Wheels Racing" works MG Lola EX257's, entered in the LMP675 Class, headed their field by over 14 seconds. This placed car 27 in 5th place overall with a blistering lap from Mark Blundell. Car 26 completed the excellent day for MG with an 8th place.

Jonny Kane

"We've had a few little problems this morning but this afternoon things have gone a lot better. Kevin and I have been evaluating tyre wear and I'm still learning the circuit as I didn't do much running last year. Today's been really good, two complete stints and a few other laps as well. I was P6 on old tyres and the lap time really speaks for itself. So, very positive and very pleased with the way the days gone."

Kevin McGarrity

"It's gone really good and we're trying all sorts of things on set up. This time last year we hadn't even competed and now I've done two complete stints. As far as

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the engine goes it's flying and we haven't even got it on full power. Lap times are affected because there's so much traffic. Everything is looking good to come back to qualifying in June."

Julian Bailey

"We've worked on the car and the set up over the weekend. The main thing is the engine's running nicely and we've got a lot more to find. At the moment we've closed the gap considerably on the front runners. We've tried some different things on the car and everything seems to have worked and put us in the right direction. We are in so much better shape than last year, the car is really quick and nice to drive. It's been a fantastic day."

Mark Blundell

"So far so good. A little frustrated that we didn't do the amount of running we wanted to this morning. We had a few small problems, which we've corrected so were starting to run a lot faster. We're optimistic that we're going to be a lot closer. Everything's gone very well and the team worked efficiently and put the car into a configuration, which we are all a lot happier with. It's taken us a while to understand it with a limited amount of testing and we're now in a situation where we can really begin to make big steps forward."

Rob Oldaker, managing director, MG Sport & Racing

"Overall this has been a good day for the MG. We had a few small niggles this morning which cost us track time, but we have still been able to gather much valuable data about the set up of the car. However we must remember, to do a few quick laps is one thing, but this is a 24 hour race and the first priority has to be to finish, we will see what happens from there."

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Also at www.mg-power.com

Editor's Note:

Anthony Reid and Warren Hughes were unable to take part in the test at Le Mans this weekend due to their MG race commitments in the British Touring Car Championship taking place at Thruxton, England.

24 Heures Du Mans driver line-up:-

Car 26: Jonny Kane, Warren Hughes, Anthony Reid

Car 27: Julian Bailey, Mark Blundell, Kevin McGarrity

Release immediate

February 28, 2002

MG SECURES KEY ALLIANCES FOR 2002

Rob Oldaker, managing director of MG Sport & Racing has today unveiled Mattel as title sponsors of the MG motorsport activities in 2002. The agreement will see the toy company Mattel's "Hot Wheels Racing" brand prominently displayed across MG's Le Mans, BTCC and rally programmes and will involve a number of joint promotional activities in the toy marketplace.

Speaking of the deal, Rob said: "We are really pleased to have reached agreement with Mattel. Whilst it is important to generate sponsorship in support of our racing activities, MG's approach was to try to establish brand partnerships with a genuine fit. MG's image of 'outrageous fun' is very much aligned to the Hot Wheels brand and will create a number of opportunities to enable both parties to capitalise on this partnership."

Jim Wagner, senior vice president of Mattel added: "Mattel are delighted to be associated with the MG XPOWER team through our Hot Wheels brand.

When Hot Wheels were asked to consider sponsorship of MG's XPOWER race teams we took one look at their brand values and realised the very close link with Hot Wheels' brand positioning of speed, power, performance and attitude. This proximity in style and tone makes us very excited at the opportunities for using XPOWER in our offerings to children and adults who purchase die-cast product. We are also committed to using our vehicles as a way of getting the XPOWER team and MG into the hearts and minds of more people around the world through their association with Hot Wheels."

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MG confirmed it has signed a strategic alliance with fuel and oil giants Exxon Mobil. The details of the agreement are still being finalised but it will include on-going joint research and development programmes, product endorsements and a number of marketing initiatives.

Rob Oldaker said: "I think this really does demonstrate the huge strides that MG Rover Group has made as a whole. To have the world's biggest wanting to work with you is fantastic news – our motorsport cars will be proud to wear the Mobil 1 sticker."

Mark Humphries, manufacturer relations manager, added: "Mobil 1 are delighted to be working with MG Rover group in developing what will be a long term strategic partnership. In extending this partnership Mobil 1 are very excited to be sponsoring the MG XPOWER sport & racing team. We believe that their performance will succeed that of last year, and we very much look forward to being associated with such a dynamic and professional team."

It was also announced today that MG have joined forces with Ramada Jarvis, the UK based hotel chain, in support of the motorsport programme. Rob added: "This is another great tie-up for MG. Our businesses both involve travel, so there is a natural alignment here, and there are a number of ways for both parties to work together and offer added value to our respective customers."

Lawrence Alexander, director, Ramada Jarvis commented: "Ramada Jarvis are delighted to be involved with MG's full time return to motorsport. Both companies, whilst with strong British roots, have global aspirations and markets and as such will make for a great partnership."

St Modwen, the property developers have also been signed up to support the MG XPOWER team. They have had a number of business transactions with MG Rover Group and wanted to show their support for the company through the sponsorship programme. Richard Froggett, managing director, St Modwen confirmed: "We are working in partnership with MG Rover Group in the re-generation of the surplus land at Longbridge. For me the remarkable progress of the company was demonstrated by the fantastic 1st season effort in the BTCC. I am delighted to extend the partnership with support for MG XPOWER this year and wish the team every success."

Good luck to all the X-Power race team members for the 2002 season from everyone at Hot Wheels."

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Editor's Note:

MATTEL

Mattel is the worldwide leader in the design, manufacture and marketing of toy products. The company's core brands include Barbie®, Hot Wheels®, Matchbox®, Fisher-Price® and American Girl®. With headquarters in El Segundo, California, Mattel has offices and facilities in 36 countries and sells its products in more than 150 nations throughout the world. For more than 50 years Mattel's toy brands have delivered fun, innovative and 'kid-powered' toys that inspire and spark childrens' imaginations around the world. Mattel has a diverse portfolio of brands that catch new trends namely their collectables brand, Hot Wheels Racing®.

RAMADA JARVIS

Jarvis Hotels have joined forces with Ramada International, adding 56 Jarvis hotels across Great Britain to the Ramada portfolio and bringing international standards to a UK hotel group. Ramada International is a rapidly growing hotel brand with over 120 hotels in Asia, Central America, the Middle East and Europe.



Release immediate

February 28, 2002

BLUNDELL FLYING THE FLAG FOR MG

MG Sport & Racing Limited have today announced Mark Blundell as Ambassador for the MG XPOWER programme at their 2002 motorsport reveal at Longbridge.

Mark who made his debut with MG Sport & Racing last year in the 2001 Le Mans 24 Hour race, has been confirmed as the sixth driver to lead MG's assault for 2002. He will also now take on the new role of Ambassador for the MG brand, promoting and advising the company on its various motorsport activities.

Commenting on his increased involvement with MG, Mark said: "It's going to be a busy, exciting and hopefully, fun year.

I'm proud to be Ambassador for MG's motorsport programme and I plan to be very proactive in flying the flag for them and supporting the companies' efforts in the various categories of racing in which they are competing."

In addition Mark will be contributing regularly for ITV1's coverage of the 2002 FIA Formula One season.

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Editor's Note:

Mark Blundell was first associated with MG when promoting the MGF during its launch in 1995.

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LOLA CARS INTERNATIONAL LTD – 2002 COMPANY PROFILE

'Extreme Racecar Technology'

A dedicated programme of expansion and investment in recent years has paid off for Lola Cars International Ltd. 2001 was once again a successful year for Lola, winning three Sports Car Championships; FIA Sports Car (SR2 class), American Le Mans Series (675 class) and Grand-Am (SR2 class) and, in ChampCar, gaining Lola's 100th win.

2002 promises to be another exciting year for the company. Over half the Champ Car grid have chosen to compete in Lola's; Lola's 2001's Sports Car customers continue to compete through 2002 season in the ALMS, in the FIA Sports Car Championship and in Grand Am; and having won the sole supply contract again, all FIA F3000 teams will start the season with their new Lola B2/50 chassis. Lola will also oversee MG's second attempt at the classic 24 Hours of Le Mans, where the MG Lola 675 class car recorded the fastest lap in its class and ran 3rd overall before encountering difficulties in 2001. Further new designs to compete in other international race formulae have already been announced for 2003, on which Lola's strong design and engineering team are already at work. Lola's commitment to quality and on-time excellence remains a key priority throughout the forthcoming seasons.

Lola Technology

Lola's advanced technology department includes one of the most sophisticated commercially available wind tunnels in the world. All Lola's aerodynamic design work is undertaken in the tunnel. There is also a limited amount of tunnel time sold outside the group and a Formula One team amongst others have taken advantage of this unique facility. Housed within the same facility is a fully loaded seven-post dynamic test rig that allows customers to optimise chassis and suspension design and race set-up.

The expanded R&D and design departments are fully equipped with the latest CATIA computer aided design stations, running the latest software including Finite Element Analysis (FEA) and Computational Fluid Dynamics (CFD), enabling Lola to offer a unique design and development service to the Automotive Industry.

Lola Manufacturing

Lola's Composite facility incorporates two fully automated large-scale autoclaves for motor sport, as well as three further autoclaves used for special projects and for customer programmes. This growth has greatly increased in-house capabilities, ensuring Lola's products are at the forefront of the latest design and development advances without compromising on quality, reliability or safety.

This investment has enabled Lola to expand its manufacturing resources into other markets such as the automotive industry, the aerospace industry, and the hi-tech sports equipment market.

Lola Motorsport

Lola's production line in 2002 includes 6 key models:

New B2/00 - Champ Car
New B2/50 - F3000
MG Lola Le Mans Sportscar

Redeveloped B2K/10b – Sportscar SR1
Redeveloped B2K/40b – Sportscar SR2
MG Lola Le Mans LMP Customer Versions

Lola Motorsport continued..

Lola is committed to success by setting the pace in the relentless development process that is crucial in maintaining a competitive edge in motorsport.

The quality and race winning ability of Lola's products have been proven by performances on the track and figures in the order book. Two new Champ teams Pac West Racing and Fernandez Racing join other top teams Team Rahal, Target / Chip Ganassi Racing, Newman / Haas Racing, Sigma Autosport and Herdez Bettenhausen for the 2002 CART season.

In the important North American market, Carl Haas Automobile Imports Inc. is the official distributor for Lola, working with the company's direct sales team.

The future of Lola Cars International is based on the desire to further strengthen its technical and manufacturing capabilities to ensure the company's reputation for leading edge creativity and innovation continues.

Main motorsport achievements

- Six Times Indy Car World Series Champions
- Three Times Indianapolis 500 Winners
- Eight Times Japanese F3000 Champions
- FIA International F3000 Championship Winners
- Five consecutive Can-Am Championship Winners
- Awarded exclusive supply contract for the FIA International F3000 Championship for nine years in succession
- Awarded exclusive supply contract for the U.S. CART Indy Lights series for eight years in succession
- Awarded exclusive supply contract for the FIA Italian F3000 championship

2001 Achievements

- Lola reached its 100th CART wins
- The new MG/Lola is launched, the MG Lola Ex257 Le Mans racer has fastest lap in its class, ran 3rd overall before retirement at Le Mans, 2001.
- Lola designed and developed the MG Touring Car to compete in the British Touring Car Championship, which finished first at Brands Hatch, UK with fastest lap.
- Lola's B2K/40b (SR2) wins FIA Sports Car Championship.
- Lola B2K/40'b wins American Le Man Series, 675 class
- Lola's B2K/40b wins Grand-Am Championship, USA, SR2 class.
- The new B1/00 Champ Car is unveiled, showing major aerodynamic advances.
- The redeveloped B2K/10b, SR1 is launched.
- Lola expand their composite design and manufacturing service into the aerospace, communication, entertainment, marine, military and sports industries.

MG Lola EX257 Sports Car

Technical Specifications

Engine	MG XP-20, in-line 4 cylinder, 16 valve, turbocharged and intercooled	
Capacity	2.0 litre	
Power	circa 500Ps geared to potential of 215 mph	
Transmission	6 speed sequential gearbox designed by Lola	
Material	Lightweight magnesium casing	
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 and 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" dia x 11J rims
	-Rear	18" dia x 13J rims
Tyres	-Front (cm/ratio)	27/65 x 18"
	-Rear (cm/ratio)	31/71 x 18"
	-Supplier	Michelin
Steering	Rack and Pinion	
Dimensions	-Length	4500mm
	-Width	2000mm
	-Wheelbase	2750mm
	-Front track	1750mm
	-Rear track	1600mm
Weight	675 kgs	
Fuel tank capacity	90 litres	

Advanced Engine Research

AER was founded in 1998 with the overall strategy of combining state of the art test and development techniques with modern electronic systems.

Mike Lancaster	MD
Dr.Tim Baker	Chief Designer
Martin Dixon	Project Manager
Dr.Mike Fry	Research & Development
Graham Smith	Test Development
Adrian Phipps	Finance Dept
Brendon Andrews	BTCC Project Leader
Shaun Peck	LeMans Project Leader

Our initial contract was for Nissan in the BTCC where, in 1999, all 4 categories were won!

The following years have brought more success, an outline of these is as follows:-

1999	BTCC (Won all 4 classes with Nissan)
2000	BTCC (1 st Independents Cup. Nissan withdrew officially that year)
2000	LeMans 24H LMP675 Class Win
2000	Grand-Am Championship 1 st & 2 nd SR2 Class
2000	Swedish Touring Car Championship 1 st (Nissan)
2001	Grand Am Championship 1 st & 2 nd SRP II
2001	ALMS LMP675 Manufacturers Championship
2001	Daytona 24H 1 st in SRP II
2001	FIA Sportscar Championship SR2 1 st & 2 nd
2001	European Touring Car Championship 1 st (Privateer)
2002	Daytona 24H 3 rd Overall 1 st & 2 nd In SRP II Class

In 2001 AER began it's alliance with MG Sport and Racing with an encouraging win in the BTCC and a promising first outing in the LeMans 24H race in the LMP675 class!

During 2002 we hope to build on these achievements and produce some significant results for MG.

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 Autosport 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.

2002	24 Heures Du Mans MG Sport & Racing Limited British Touring Car Championship with MG Sport & Racing Limited
2001	24 Heures Du Mans (MG Sport & Racing Limited) Six rounds of the British Touring Car Championship with MG (pole at Brands Hatch)
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

ANTHONY REID

Date of Birth	17 May 1957
Birthplace	Glasgow, Scotland
Marital Status	Married to Tina (lecturer in health & beauty)
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	1976, Jim Russell Racing School
First racing machine	1977, Formula Ford - purchased himself
First victory	1977, Jim Russell Racing School Scholarship Winner
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.

2002	24 Heures Du Mans (MG Sport & Racing Limited) in LMP 675 Class British Touring Car Championship with MG
2001	24 Heures Du Mans (MG Sport & Racing Limited) Pole Position LMP 675 Six rounds, British Touring Car Championship with MG (1 st Brands Hatch)
2000	British Touring Car Championship with Ford (2 nd in Drivers' Championship) British Land Speed Record with Volvo (18 speed records including 24 hour)
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 Japanese Formula 3 with Opel
1992	Japanese Formula 3 with Tomei Sport and Family Mart (Champion)
1990	24 Heures Du 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 race

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 works in the automotive 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	142lbs, 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.

2002	24 Heures Du Mans with MG Sport & Racing Limited Sebring with Knighthawk Racing Sky TV – Champ Car and IRL Studio Analyst
2001	24 Heures Du Mans with MG Sport & Racing Limited Arrow Formula One – test driver
2000	Dayton Indy Lights (pre-season favourite)
1999	PPG-Dayton Indy Lights (Rookie of the Year)
1997	British Formula Three (3 rd in Chamionship)
1996	British Formula Three (champion)
1995	B.R.D.C. McLaren Autosport 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)

KEVIN McGARRITY

Date of Birth	3 August 1973
Birthplace	Belfast, Northern Ireland
Marital Status	Single
Lives	Belfast, Northern Ireland
Family	Father owns 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

2002	24 Heures Du Mans with MG Sport & Racing Limited
2001	24 Heures Du Mans with MG Sport & Racing Limited
2000	International F3000 Championship (4 th at Monaco) – loss of chief engineer
1999	International F3000 Championship (2 nd at Imola, 9 th overall) - loss of chief engineer
1998	International F3000 Championship (4 th at Hockenheim) - budget only for 3 races
	Sports car Race Spa Lola T-70 (2 nd)
1995	FF 1800 British Championship (2 nd overall)
	FF 1800 World Championship (Champion)
1993	FVL British Championship (2 nd 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)

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.

2002	24 Heures Du Mans with MG Sport & Racing Limited
2001	24 Heures Du Mans with MG Sport & Racing Limited FIA Sportscar Championship
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)

MARK BLUNDELL

Date of Birth	8 April 1966
Birthplace	Barnet, Hertfordshire
Marital Status	Married to Deborah
Lives	Arizona, USA / Cambridge, England / Dublin, Ireland
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

2002	24 Heures Du Mans with MG Sport & Racing Limited Ambassador for MG Sport & Racing Limited ITV Formula One pundit
2001	24 Heures Du Mans with MG Sport & Racing ITV Formula One pundit
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



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