

# RACEY LITTLE NUMBERS

In terms of Rovers'. Not a lot appears to be happening at the moment, sales are boyant and the Company exude confidence in its products. However, effort is currently being focussed on the MG range, in particular from a racing aspect. MG Rover have announced their intention to compete in endurance and track racing, and they have released new MG racing versions of their cars, each one identified by a unique type number. The Rover owners' Club have been given the chance to report on the recent reveal of the New MG racing stable.

At a press conference held on April 26th 2001 attended by both the BBC and the local ITV companies plus various motoring press, MG Rover launched & previewed the new MG motorsport products at the NEC, Birmingham. MG Rover's director of product development, Rob Oldaker, announced the creation of a new subsidiary company which would be known as **MG Sport & Racing Limited**, and also its associated sub-brand, **MG X Power**.

Director of Communications & Public Affairs, Gordon Poynter, opened the proceedings. An informal TV style interview then commenced, hosted by 'Pulling Power' presenter, Michelle Newman. More information regarding the MG range will be seen soon in a new Carlton TV programme, 'History of MG'.

With Mark Blundell heading up the MG team, June 2001 is an important date in the MG Rover calendar; this is the month that the test programme starts in earnest.

The flagship MG racing project is the Le Mans 24 hour sports car race. The MG Lola EX257 is powered by a 2 litre 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).

Frank Dernie, Chief Engineer, Lola Cars International, said "This is the most exciting project that Lola has done since I've been there....". Lola and AER are also consultants for the engineering of the EX259, the MG ZS racing saloon (75) being prepared for the TOCA Tour series, with track testing in July, the cars will make their competition debut at Silverstone International on September 8/9.

For MG's return to rallying, there is the MG ZR EX258 (25) project in the new Formula 3 Super 1600 category. Rally experts GSE Motorsport are responsible for development & management with the car being driven by Gwyndaf Evans (1996 British Rally Champion). AER will prepare the 1.6 litre K series engine.

First official outing is scheduled for Cardiff-based Rally GB on November 22-26.

Steve Bond, team manager, GSE Motorsport, said, "The MG ZR is a well balanced car & provides an excellent platform on which to build...."

FIA Car design regulations mean that modifications and designs can only be done within tight limits, making it a fairly level playing field.

**MG X Power** will become well known worldwide as it is emblazoned on competition cars, on team clothing and on merchandise.

## MG Lola EX257 Sports Car

**Engine:** 2 litre intercooled, Turbocharged giving c450Ps, top speed potential of c215 mph.

**Transmission:** 6-speed sequential gearbox, light weight magnesium main case.

**Clutch:** Carbon Pull-type.

**Chassis:** One-piece carbon fibre composite monocoque.

**Suspension:** Fab-steel double wishbone, front on flexures.

**Brakes:** 355mm dia x 35mm carbon fibre disc, 152mm x 53mm x 25mm carbon pads.

**Wheels:** Forged magnesium, 18" dia.

**Tyres:** (f) 27/65 x 18"  
(r) 31/71 x 18"

**Dimensions:** (L) 4500mm.  
(W) 2000mm.  
(W/base) 2750mm.

**Weight:** 675 kg.

**Fuel Capacity:** 90 litres.

## MG ZR EX258 Rally Car (25)

**Engine:** K series, 4 cyl in-line, twin cam 16v, fuel injected 1.6 litre. (1588cc). c200Ps

**Transmission:** 6-speed sequential dog engagement gearbox.

**Clutch:** Single plate ceramic.

**Chassis:** Fully seam welded bodyshell with welded in roll cage.

**Suspension:** (f) McPherson strut with coil springs, tele-shocks.  
(r) H-frame/ coil springs with 2 way adj. tele shocks. Anti-roll bars f & r.

**Brakes:** (f) 300mm - 355mm vented, 4 piston calipers.  
(r) 265 mm dia. ventilated discs with twin piston calipers.

**Wheels:** Aluminium, 15-17" dia.

**Tyres:** (gravel) 17/63 x 17"  
(tarmac) 15/64 x 15"

**Dimensions:** (L) 2650mm.  
(W) 1688mm.  
(W/base) 2505mm.

**Weight:** 960 kg.

**Fuel Capacity:** 60 litres.

## MG ZS EX259 Touring Car (75)

**Engine:** KV6, V6 cyl, 24v, fuel injected 2 litre (1997cc). Giving c270Ps @ max revs, 8,500 rpm.

**Transmission:** 6-speed sequential gearbox.

**Clutch:** 5" triple plate sintered met.

**Chassis:** Fully seam welded bodyshell with welded in roll cage.

**Suspension:** (f) Double wishbones.  
(r) Lower wishbones with camber & toe adjustment links. Anti-roll bars f & r.

**Brakes:** (f) 343mm x 32mm vented discs with 6 piston calipers. (r) 290mm x 9.5mm solid with twin piston calipers.

**Wheels:** Aluminium, 17" dia.

**Tyres:** 24/61 x 17"

**Dimensions:** (L) 3990mm.  
(W) 1700mm.  
(W/base) 2620mm.

**Weight:** 1150 kg.

**Fuel Capacity:** 60 litres.

## The MG Racing team:

Mark Blundell, Warren Hughes, Gwyndaf Evans, Jonny Kane, Julian Bailey, Anthony Reid, Kevin McGarrity.

## Photo's show:-

*Starting top left.*  
Gordon Poynter opens the proceedings. Team members with the MG ZR Rally. The MG ZR EX258 Rally car. The MG ZS EX259 Touring car. The MG Lola EX257 under wraps.

*Top right.*  
Michelle Newman interviews. Starting to uncover the MG Lola EX257. The MG Lola EX257 in all its' glory. The press & TV media + MG Lola.

