

MG-XTRA

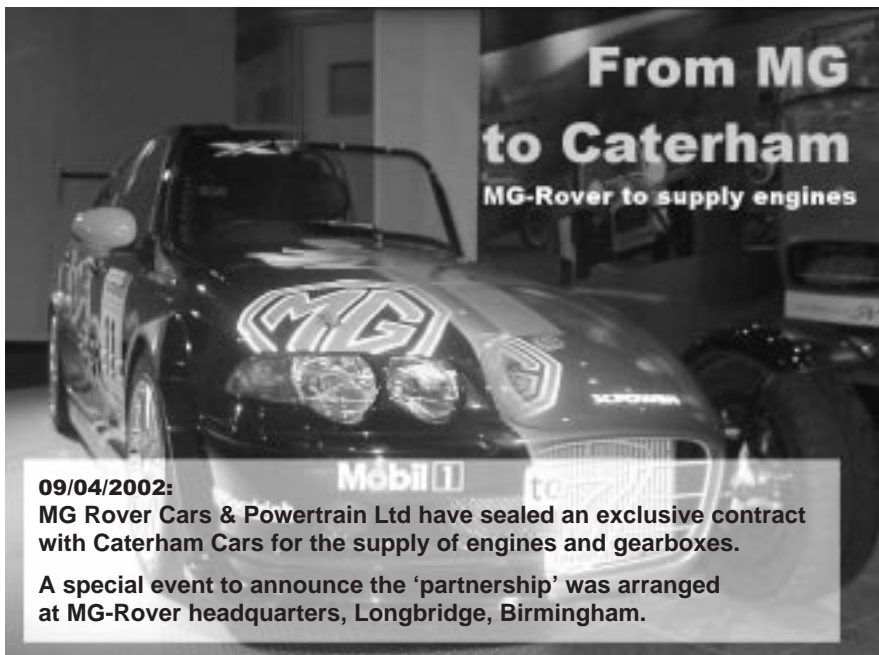


The name for the
MG-X Powered Owner

In This Issue: (004)
Caterham X-Power
Racing News
Owner's MG
Us and our MG's

MG-XTRA has been devised to bring you latest news, views and information about the MG range of cars.

Join **MG-XTRA** and have **FUN!!**



09/04/2002:
MG Rover Cars & Powertrain Ltd have sealed an exclusive contract with Caterham Cars for the supply of engines and gearboxes.

A special event to announce the 'partnership' was arranged at MG-Rover headquarters, Longbridge, Birmingham.

Gordon Poynter, MG-Rover Cars, started the proceedings. The contract is seen as more of a partnership, rather than just a customer/supplier deal. Caterham is to have full access to design & development work with MG on the X-Power engines.

David Jensen (DJ Kid Jensen of the 80's and also a big fan of Caterham cars) hosted the second part of the presentation. He introduced Simon Nairn, Caterham Cars and John Sanders, MG Rover Cars. Both of whom explained the 'partnership' in more detail. The one question answered, which would probably be asked by many people was why X-Power engines for Caterham cars? The answer, they said, was simple. The X-Power engines were used in prototype MG-Rover cars, both racing and road going. The engines used in the Caterham Cars

are X-Power derived, hence the 'X-Power' badging being used.

The resulting partnership would also result in combined track days where both companies would have exhibition displays.

When asked about the possible conflict between the Caterham Cars and the new MG-TF, it was pointed out that Caterham Cars sell around 1000 cars per year, where as MG expect to typically sell in excess of 15,000 MG-TF. Also, the markets are aimed at slightly different clientele since the MG-TF was seen as an everyday car and the Caterham is usually a weekend or off-road racing vehicle.

Andy Noble, Sales and Marketing Director of Caterham Cars, then explained the 2002 model 7 car. Caterham, he said, were not re-inventing the wheel, the 7 was a terrific car already. They are, instead, honing and tweaking an already fantastic



package and making it even better. One of their big hopes is the R300, which delivers 300hp per ton.

The proceedings were completed with the chance to participate in an outdoor slalom event.

This was a timed event and the best time achieved was 16.20 seconds, whilst most people came in the 17 second plus time, some people took over 20 seconds, particularly if they lost the car whilst performing the doughnut spin.

Full report on our MG website: www.mg-xtra.co.uk
More details about Caterham Cars can be found at their website: www.caterham.co.uk or telephone 01883 333700.



1400cc Engine

MG ZS EX260 Green Flag MSA BTCC

Rounds 1 & 2 – Brands Hatch

30th March - April 01 2002.



The first race of the 2002 season was full of incidents in which a safety car was employed for four laps. After qualifying for third place on the grid, Anthony Reid was cruelly nudged into the gravel after exiting Paddock Hill Bend. His experience showed when keeping the car moving and climbed through the field to secure fourth place.



Warren made an impressive start from eighth on the grid, holding on to third place for the majority of the race. On lap 13 his MG ZS experienced a puncture. Warren



commented: "I had a fantastic start – one of the best touring car starts I've had."

The feature race provided success for the MG ZS with Anthony achieving the first podium finish of the 2002 BTCC title. After qualifying eighth on the grid Anthony secured a third place together with another ten points at the start of the season.



MG SHINES AT THE BRC OPENER IN GATESHEAD

29th April. Gwyndaf Evans got off to a flying start in the opening round of the BRC at Gateshead. The MG ZR EX258 achieved 12th position overall. Gwyndaf and co-driver Chris Patterson were running in 6th place overall. The MG proved extremely competitive but a gear linkage problem set in. With the problem fixed, the MG was back on track to complete all stages after picking up a time penalty of 150 seconds. On completing the event Gwyndaf was delighted for the team. He said: "Everybody has worked so hard and it's a just reward for all the effort." Chris Patterson added: "Gwyndaf kept a clear head to claim our maiden victory in this category." GSE Motorsport have been responsible for developing the MG ZR EX258 for the BRC.

OFFICIAL GREEN FLAG BTCC TEST SNETTERTON

14th May 2002. Warren Hughes was delighted when setting the fastest time ever for the fourth official Green Flag BTCC test in his MG ZS at the Norfolk circuit. Anthony Reid also made progress and finished in the top five, within 3/10ths of a second behind his team mate. On setting the fastest time of the day Warren commented: "I'm really pleased. It's good to complete some constructive experimental testing." WSR who manage the race team was happy with the progress made at Snetterton. Dick Bennetts, managing director said: "We had a good, productive day. We have improved the chassis and are really looking forward to our new spec engine."

US & OUR MG'S

"KEEPING THEM IN THE FAMILY"

Glorious sunshine with daffodils wafting in the breeze, bees hopping from bloom to bloom..... Reality? Freezing wind, so strong it was even blowing the display signs over. Oh, and rain, cold driving rain....

This was the weather when we went to Friarsgate Rover, in Lichfield, West Midlands to meet Rob & Clare Watton who were collecting their new MG. Did I say MG? sorry, TWO new MG's. Both in MG's dark blue.



Clare picks up her new car.

Clare's is a 104ps whilst Rob's is the 160ps. And what a fine sight they made. It isn't very often that you see two MG's parked side by side, and when they are both the same colour, it makes it even more spectacular.



Rob receiving his copy of Rover Torque off Gary.

Thank you to Gary Coulson at Friarsgate for making us feel welcome, we shall be calling back to write features about other MG's in the future.

Still to come: Rob & Clare tell us what they think of their cars.



MGF 75th Anniversary Limited Edition

Owner: Trevor M. Goldsmith
from West Sussex



Trevor has traded in his Rover 620Ti for this new MGF.

He took his Rover in for its 40,000 mile service, saw the MG and it was love at first sight. He decided to do the deal on the spot.

The car is number 1284 of 2000 produced. It is finished in Mulberry red with grenadine red leather interior, bright



pack, and to make it unique Trevor has had a front bib spoiler and trophy rear spoiler fitted.

It also has a wood veneer and chrome centre console.

Trevor intends to use his car everyday for a few years and then give it an easy life

as his weekend/fun car, going to events, etc.

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**Next Issue:
Rob talks problems!**

MG-XTRA for drivers who want to have Fun!!