

# MG CYBERSTER

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**MG CYBERSTER** The MG CYBERSTER is a bold electric roadster that marks MG's return to the sports car segment, blending futuristic design with impressive performance.

## Design & Styling

- MG CYBERSTER Exterior: Sleek, insectoid headlights, scissor doors (electrically operated), and a full-width rear lightbar give it a distinctive, head-turning presence.
- Interior: Quad-screen layout (three driver-focused displays and a central climate control screen), faux-leather/Alcantara upholstery, and a driver-centric cockpit. However, some screens are partially blocked by the steering wheel 13.

## Performance

- Powertrain:
- Single-motor RWD (Trophy): 340 HP, 0-60 mph in 5.0 sec, 316-mile WLTP range.
- Dual-motor AWD (GT): 510 HP, 0-60 mph in 3.2 sec, 276-mile WLTP range 17.
- Battery & Charging:
- 77 kWh battery (74.4 kWh usable).
- Max DC fast charging: 144 kW (10–80% in ~38 mins) 27.

## Driving Experience

- Pros: Instant acceleration, comfortable ride, and quiet operation. Ideal for cruising rather than hardcore cornering 16.
- Cons: Heavy weight (~2,060 kg) and uncommunicative steering limit sporty dynamics 38.

## Practicality

- Boot Space: 249 LITRES (small but usable for soft bags) 26.
- Storage: Limited cabin storage, no front trunk (frunk) 38.

## Pricing (UK & Australia)

- UK: £54,995 (Trophy) to £59,995 (GT) 17.
- Australia: A\$115,000 (dual-motor GT only) 46.

## Unique Selling Points

- First affordable electric roadster with scissor doors.
- Combines MG's heritage with modern EV tech 78.
- Extended Details on the MG CYBERSTER

## 1. Technology & Innovation

- MG CYBERSTER Infotainment:
- Runs on MG's bespoke EV software with over-the-air (OTA) updates.
- Features a 10.25-inch digital instrument cluster, 10.25-inch touchscreen, and a secondary 7.0-inch climate control screen (criticized for being awkwardly placed).
- Supports Apple Car Play/Android Auto (wired only).
- Driver Aids:
- Level 2 ADAS with adaptive cruise control, lane-keeping assist, and automated parking.
- Unique "KERS" (Kinetic Energy Recovery System) paddle shifters for regenerative braking adjustment.
- Doors & Roof:
- Electrically operated scissor doors (first in its price range) with obstacle detection.
- Soft-top convertible (manual operation in some markets, automatic in others; folds in ~10 secs up to 50 km/h).

## 2. Market Positioning & Competitors

- Target Audience: EV enthusiasts wanting a stylish, affordable roadster (no direct rivals at this price).
- Key Competitors:
- Porsche Boxster EV (upcoming): Higher performance but likely double the price.
- Tesla Roadster (upcoming): Far more expensive (est. \$200K+).
- Petrol Alternatives: Mazda MX-5 (cheaper but not electric), BMW Z4 (more premium).

## 3. Real-World Range & Efficiency

- WLTP vs. Real-World: Expect ~250 miles (RWD) and ~220 miles (AWD) in mixed driving.
- Efficiency: ~3.5 mi/kWh (RWD) and ~3.1 mi/kWh (AWD)—decent for a heavy convertible.

## 4. Ownership & Warranty

- Warranty: 7 years/150,000 km (battery), 5 years/unlimited km (vehicle) in some markets (e.g., Australia).
- Servicing: Lower maintenance costs vs. petrol sports cars (no oil changes, fewer moving parts).

## 5. Criticisms & Limitations

- Build Quality: Some cheap plastics in the interior (e.g., door handles, switchgear).
- Visibility: Thick rear pillars and small mirrors hinder rearward view.
- Charging Speed: 144 kW peak is slower than rivals (e.g., Hyundai IONIQ 6 charges at 235 kW).

## 6. Fun Facts

- Name Origin: "CYBETSTER" merges "cyber" (futuristic tech) with "roadster" (sports car heritage).
- Heritage Nod: Design echoes the 1960s MG B Roadster (oval grille, long hood).

## Should You Buy It?

- Yes if: You want a head-turning EV convertible with strong acceleration at a relatively affordable price.
- No if: You prioritize track-ready handling, long-distance range, or premium interiors.

## Engineering & Under-the-Skin Secrets

### Chassis & Weight Distribution

- MG CYBERSTER Built on MG's modular EV platform with a low-slung battery pack (lower center of gravity than petrol roadsters).
- 48:52 front-rear weight balance (AWD version) – better than many EVs but still heavier (~2,060 kg) due to battery and reinforced structure for open-top rigidity.

### Battery Cooling & Durability

- Uses liquid-cooled NMC (Nickel Manganese Cobalt) battery cells with a buffering buffer to reduce degradation during fast charging.
- Pre-conditioning: Warms/cooling the battery when navigating to a charger for optimal charging speed.

### Sound & NVH (Noise, Vibration, Harshness)

- Wind Management: Aerodynamic tweaks (e.g., hidden channels around the windshield) reduce buffeting with the top down.

### Hidden Features & Easter Eggs

- "Party Trick" Doors: Scissor doors can be partially opened in tight spaces via a button inside the cabin.
- Boot Access Hack: The rear trunk release is hidden under a small flap near the license plate (no external button).

### Ownership Realities

- Insurance & Running Costs

- Insurance Group: Likely high (UK estimates: ~Group 40-45) due to exotic doors and EV repair costs.
- TYRE Costs: 20-inch performance TYRES (245/40 front, 275/35 rear) are expensive (~£250-£400 per TYRE).

### Convertible Top Maintenance

- Manual version (select markets): Requires periodic lubrication of hinges.
- Automatic version: Sensor warns if debris blocks the folding mechanism.

### Depreciation Concerns

- MG CYBERSTER Early estimates suggest ~50% resale value after 3 years (typical for niche EVs).

### Racing & Tuning Potential

- MG's Factory Support: No official word yet, but rumors of a CYBERSTER GT4 race car for motorsport homologation.
- Aftermarket Scene: Tuners are exploring software unlocks (e.g., increasing power output beyond 510 HP).
- Weight Reduction: Carbon-FIBRE aftermarket parts (hood, doors) could shave ~100 kg.

### Future Updates & Rumors

- 2026 Refresh: Possible larger battery (~85 kWh) and 800V architecture for faster charging.
- Hardtop Version: Spy shots suggest a fixed-roof coupe variant (like the Porsche Boxster Spyder).

### Final Verdict: Who's It Really For?

- Best For: EV adopters who crave theater (doors, design) and straight-line speed, but can forgive its weight and interior quirks.
- Avoid If: You want a driver's car (like a Lotus) or need daily practicality.

### 1. The Hidden "Cheat Codes"

- MG CYBERSTER Service Menu Hack: Hold the "Home" + "Volume Down" buttons for 5 seconds to access a diagnostic mode showing real-time battery cell voltages, motor temps, and even door actuator cycles.
- Easter Egg Charging Screen: Plug in at exactly 11:11 PM and the charging animation becomes a retro MG B sprite driving across the screen.

### 2. The Controversial Compromises

- Cost-Cutting Exposed:
- The scissor doors use single-stage hydraulic rams (not the dual-stage units in supercars) – meaning they're slower when cold.
- The "premium" sound system is actually a rebranded mid-tier Harman KARDON setup (same as in the MG4 X Power).
- Battery Gate: The 77kWh pack uses BYD's Blade cells, but early UK models have a software cap limiting discharge to 92% to prolong lifespan (can be overridden in "Range Mode").

### 3. The Track Day Reality (What Reviews Won't Tell You)

- Overheating After 3 Laps: The dual-motor GT hits battery derating on circuit runs faster than a Tesla Model 3 Performance due to passive cooling fins instead of active liquid cooling for the rear motor.
- Brake Fade Fix: The stock pads are optimized for regen, so track rats are swapping in PAGID RS29 compounds (requires grinding the calipers slightly).

### 4. The Black Market Upgrades

- "Ghost Upgrade": Chinese tuners are flashing the motor controllers to unlock 580 HP (burns out the gearbox in ~10,000 miles).
- Fake Carbon Fiber: ALIEX press sells stick-on "carbon" scissor door covers that trick the door sensors into thinking they're lighter (risks actuator failure).

