# MG Cyberster Trophy – Road Test

Published: March 10, 2025

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Online version: https://www.wheels-alive.co.uk/mg-cyberster-trophy-road-test/




Robin Roberts (and WheelsWithinWales) writes: “A century after the brand was created, MG sports cars have been reimagined for today’s motoring generations.”

The 2024 launch of the MG Cyberster turned heads with the two-seater convertible’s dramatic styling and opened eyes with its performance as the world’s first fully electric open-topped sports car.

It was a brave decision by MG’s Chinese owners SAIC but thinking out of the box set them apart and put them in a place any manufacturer would want to be – in demand.

With designers and engineers based in the traditional home of MG at

Longbridge, Birmingham, and colleagues in Shanghai, China, the cars are made in Ningde, Fujian on the northeastern coast of China.

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There is a choice of two models, the 340 PS/ 250 kW single motor rear-wheel-drive Cyberster Trophy from £54,995 and the £59,995 Cyberster GT with four-wheel-drive and twin motors giving 503 PS/ 375 kW which permit 0 – 62 mph times of 5 secs and 3.2 secs respectively.

Both are equipped with four driving modes, comfort, custom, sport and track – which do what they say – to satisfy any owners' desires and satisfaction at any time.

The modes illustrate how today's drivers want cars which fulfil more than one role and the MG Cyberster is not a back to basics ev-slingshot but comes with a suite of sophisticated features you would expect in a luxury sports coupe, GT or executive car, but at a fraction of their price.

It has six-way powered and heated twin seats including electric lumbar adjustment, height and reach adjustable steering wheel and adjustable three-stage regeneration feature to boost battery and extend range.

The powered roof raises or lowers in 15 secs and there is a turbulence reducing baffle screen to make country road trips very composed as the wind slips overhead.

The driver is faced with a slim 10.25-inch screen showing the essential speed

and power output or generation readouts, flanked by 7-inch screens for secondary information and settings. There is also a large central console display for touch-responsive comfort controls, infotainment, communications, voice activation, 360-deg parking camera and twin USB points.

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Users will find a few places to put small items like phones, sunglasses, tissues and sweets, or dare I say, driving gloves! Glovebox, door bins and a neat compartment behind the seats are available too.

The MG Cyberster’s most dramatic feature is its scissor-style powered doors hinged from the leading edge and opened or closed remotely or with touch switches in a matter of seconds. To get in or out you have to slightly dip down but just as you would getting into any lower slung car even with a solid roof.

From the moment your bottom hits the driver’s seat the power is on and you simply select the direction of travel on the console switch and off you go.

We wanted the longer range single motor Trophy to test and even with its 250 kW motor it was rapid from rest, effortlessly accelerating and safely passing slower vehicles with an attractive whizz from the motor being noticed. With rear wheel drive the car put down its power in an expected and safe manner, was agile and steered and stopped with excellent balance.

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Thanks to the low slung powertrain and battery weight it really gripped the

road around twisting routes and never seemed to be thrown off line by mid-corner bumps or potholes, but just ploughed on under complete control, although the ride was distinctly hard as a result.

Its sophistication came with a lot of operating and system alerts, far too many for my liking, and the ride was noisy as well but wind wuffle was low.

Some users may find the visibility was restricted by the thick A-pillars and high lid to the roof compartment which limited luggage space as well. Very tall occupants may also feel legroom was tight, but it would be suitable for anyone of average height or less.

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Top down the heating was very good, with split level climate and temperature settings making it comfortable in a closed state.

The Cyberster Trophy range was a useful 266 miles we found, but still a long way short of the maker's test results in ideal conditions and it must be stressed the optimum figures are very dependent on driving style and chosen modes. The car's charging time also varies with power input but a 150 kW boost will take it to 80% in under 40 mins and we twice used 22 kW points which took it to about 75% in two hours.

## VERDICT

With forward planning on the charging required the MG Cyberster Trophy is an enjoyable and entirely different modern sports car from a famous brand,

but with a few limitations to be considered, and earplugs for those alerts.

For: Styling, performance, range, handling, rarity.

Against: Firm ride, average accommodation, small boot, multitude of driving alerts, no three-pin cable to charge.



## FAST FACTS

## Model: MG Cyberster Trophy

Price: £54,995

Mechanical: 340 PS synchronous motor, 74.4 kWh lithium ion battery, rear wheel drive

Max Speed: 121 mph

0 – 62 mph: 5.0 secs

Range: 266 miles

Insurance Group: 47E

C02 emissions: Zero

Bik rating: 2% ,£ZeroFY, £590SRx5

Warranty:  7 years/ 80,000 miles

Size: L 4.54 m (14.90 ft), W 1.92 m (6.30 ft), H 1.33 m (4.36 ft)

Bootspace: 249 litres (8.79 cu.ft)

Kerbweight: 1,885 kg (4,156 lb)

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