

635 Register notes - SF October 2016

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Introduction

Welcome to the MG 635 Register Newsletter! We have some interesting owner's views, show reports and an insight into what is going on elsewhere on the planet...

MG owners in Thailand... by Norrawat Taokwang

MG FC Thailand was founded in 2015 by Norrawat, who is a very proud MG 3 owner and MG Enthusiast based in Bangkok, Thailand....

The aim of the club is to gather all MG owners and lovers to discuss any topic related to their MGs especially if a new owner has had any problems and to help to solve them quickly.

MG FC Thailand also cooperates with MG Dealers and MG Service centers to provide support to all members, to raise the brand recognition and experience of all the end users to the highest level.

Originally the club was founded by another 2 members as the administrators of the club but within a year the club has spread widely and been introduced to all MG users and MG lovers so the number of fans and members has reached almost 3,000.

Since the establishment of the club, we have created many activities to gather all the members and potential members to meet via the activities created as below:

- Introduction Meeting with MG - Test Drive in Bangkok in September 2015
- One Day Trip to Slum Dog Foundation in Chonburi in October 2015
- One Day Trip to pay respect to Phraapathom Pagoda in Nakhon Pathom in November 2015
- Meeting & Relaxing Trip to Pranburi Prachuapkhirikhan in February 2016
- Charity Bowling in Bangkok in March 2016
- MG Test drive gymkhana at MG Driving Experience range in May 2016
- Meeting & Relax Trip to Krabi in May 2016
- First ever MG Style by MG FC Thailand the combination of all MG Lovers and MG Car owners to meet and have a clinic with more than 130 cars together at the MG Driving Experience range in June 2016
- Trip to Ayuthaya and Tan Land to experience the second capital city of Thailand and to visit the biggest beverage factory of Thailand in July 2016
- Gathering in Phuket in August 2016

All the activities have been supported greatly by MG Thailand and all the partners including MG Dealers to make sure that all the members would have highest access to MG Knowledge and experience for the best impression of MG as well as a recognition of the brand.

This is how we have been founded, how we have established and defined ourselves and we will continue our journey to aim to expand the club that covers as much as possible of the MG Users in Thailand.

You can visit the MG FC Thailand Facebook page here: www.facebook.com/MGFCThailand



ZED15 / Saloon day report.. by Sheila Ballard

This year's MG Saloon day was incorporated into ZED15 and this in turn also included some birthday celebrations for the MG6 and the MG3. The MG6 was celebrating its 5th birthday and the MG3 its 3rd birthday and both were well represented on the day with owners travelling from far and wide.

It was an early start for Sean Round to put up the brand new Register gazebo, which was purchased using a grant from the MG Car Club's Douglas Mickel Fund. A range of items were displayed ready for sale, with proceeds going to this year's charity Crohn's and Colitis UK, and in pride of place was the amazing MG6 birthday cake produced by Bev Forbes. The MG Car Club MG6 and Sean's MG3 were on display on the Register stand, with Sean's MG3 Sat Nav drawing some interest from fellow MG3 owners, who were interested to hear what his experience of using it was like. A new MG GS was also on display over on the MG stand.

Cars started arriving well before the advertised opening time of 10 am, in fact by the time we arrived to marshal at around 8.30 am there were already several 6s and 3s parked up forming a colourful display. A few drivers were persuaded to take part in the Pride of Ownership competition and moved across to the area set aside for this so a few spaces appeared in both rows but these were quickly filled with other arrivals.

It was great to get to meet so many enthusiastic owners, and also to be able to put faces to some of the names that contribute to the MGCC 635 Register Facebook page. There was a constant flow of visitors to the Register Marquee, and the sale of cakes and other items added a healthy amount to the charity pot.

The judging for the Pride of Ownership was completed and the awards were presented. There were three MG6s and two MG3s competing against each other and at the end of the day, our Chairman Steve Haines was rewarded with first place in the MG6 class, and in the MG3 class, Richard Bibby-Brooke was victorious.



MG6 – a brief history... Steve Haines



With the news that the MG6 is to be discontinued in the UK, its time for a bit of recent history...

The MG 6 has been produced by MG Motor from 2010 onwards. It was derived from the Roewe 550 hence therefore being distantly related to the Rover 75 sharing its front sub-frame. It was initially announced in April 2009 at the Shanghai Auto show as a hatchback and in October 2010 at Shanghai Expo as a 4-door saloon model, later to be known as the Magnette. The MG 6 received a facelift in 2015, being available in the GT form and diesel only.

The five-door hatchback, known as the MG 6 GT, went on sale in the UK in May 2011, the saloon, known as the MG 6 Magnette, went on sale on 16 July 2011. A diesel model joined the range at the end of 2012.

The first Thai-assembled car rolled off the assembly line on 4 June 2014, with a potential for 5,000 cars per annum.

Like the Roewe 550, the development and styling of the MG 6 was done at the MG Motor UK Technical Centre. The MG 6 commenced production in China in 2010 and Partially knocked down form at Longbridge, UK from 13 April 2011.

Following the hatchback 6 GT, the saloon version debuted in June 2011 carrying the Magnette name which was used by MG during the 1950s and 1960s for its saloon cars, and also in the 1930s for the MG K type. The MG 6 Magnette is identical to the fastback MG 6 GT other than body style.

In the UK, the car was initially launched to the public in May 2011 the fastback model was announced as the MG 6 GT. Three levels of trim were available with increasing levels of equipment - S, SE and TSE. These all share the same mechanical specification, although the TSE gains 18" wheels over the standard 17".

The launch models were available with the petrol TCI-Tech 1.8-litre engine, 158 bhp (118 kW; 160 PS) (with turbo),. All models are equipped with a 5-speed manual transmission, front MacPherson strut suspension and multi-link rear suspension. The 1.8 L turbo can accelerate to 60 mph in 8.4 seconds, has an official combined fuel consumption of 35.6mpg and a CO₂ figure of 184g/km. Top speed is restricted to 120 mph (193 km/h) to allow the car to be a rated a lower

insurance bracket. Minor improvements to the MG 6 in April 2012 resulted in fuel economy figure of 37.7mpg (official combined) and reducing CO₂ down to 174g/km.

A 1.9-litre diesel DTi-Tech engine joined the range at the end of 2012, producing 148 bhp (110 kW; 150 PS) and 350 Nm (258 lb-ft) and producing CO₂ emissions of 139g/km. The diesel engine is mated to a six-speed manual gearbox, and the steering has changed to an electro-hydraulic powered system. In 2014, the diesel engine was updated, reducing its CO₂emissions to 129g/km.

The MG 6 was facelifted in 2015, receiving a range of minor exterior and interior changes including a 75 kg reduction in weight. It was unveiled at the Chengdu Motor Show in August 2014. In the UK, the main change was the improvement in efficiency for the diesel model, and the withdrawal of the petrol version.

Initial 2011 sales of the MG 6 in the UK were slow, with only 15 units in October 2011. Some cited lack of advertising and low perceived quality as problematic, while the absence of a diesel and an estate option were also mooted.

In December 2011, car rental company Avis UK Ltd. announced that it would be running 100 MG 6 GT and Magnette in its rental fleet and took delivery of these cars. For 2012, MG sold 782 cars in the UK, with an initial UK production projected in the range of 2000 to 3000 per annum.

How did the motoring press rate the MG6?

- **The AA** ★★★★★

Likes: Sharp handling and good ride, high standard specification, great value for money, good space efficiency.

Gripes: Noisy engine when extended, some low quality cabin materials, no automatic option.

- **Auto Express** ★★★★★

For: Involving handling, performance, standard kit levels.

Against: Limited engine choice, poor quality interior, awkward looks.

- **Auto Trader** ★★★★★

'Despite Chinese ownership, the MG 6 is designed and built at Longbridge to take on family cars. It's a decent drive, with sharp handling, and there's loads of interior space. Some serious flaws, though.'

Some interesting reviews!

MG6 GT and the BTCC...

In January 2012, MG Motor announced that it would enter the 2012 British Touring Car Championship.. Triple Eight Racing ran a pair of works MG 6 GT models through the MG KX Momentum Racing team, driven by Jason Plato and Andy Neate. Plato ended the season in third place, with the car yet to find its foot in wet conditions. The team returned in 2013with Sam Tordoff replacing Neate in the second MG, who performed well in his debut year having joined through the KX Academy scheme. Plato once again came third, with Tordoff sixth.

In 2014, MG won the Manufacturers' Championship to break Honda's four-year reign. After just three years of competition, the MG6 GT sealed the title by 95 points at the season finale at Brands Hatch. Drivers Plato and Tordoff racked up seven wins and 20 podiums in the 30-race calendar, as Plato finished second in the Drivers' Championship behind Colin Turkington, while Tordoff

finished seventh. The 2014 season also saw a third Triple Eight-maintained MG6 GT on the grid, driven by Marc Hynes, who finished his début season in 18th.

For the 2015 campaign, MG returned with a new driver line up of 2013 champion Andrew Jordan and Jack Goff, both drivers left prior to the 2016 season.

Triple Eight racing confirmed the new drivers on the 8th of March 2016, Drivers Josh Cook and Ashley Sutton replacing drivers Andrew Jordan and Jack Goff.

For owners and racing enthusiasts, the last 4 years in the BTCC have been very exciting and extremely accessible as a sport. It has formed a major part of social activities and meets for the Register and looks to continue for 2017 and 2018.

(source: Wikipedia)



As owners of such an under marketed and under estimated car, us owners are indeed lucky to be the custodians of one! The motoring press have never been very kind to the 6, trying to compare it to models far more expensive or under specified as they struggled to pigeon hole it between C segment medium cars, such as the Honda Civic and D segment large cars such as the VW Passat.

What is evident as an MG enthusiast when you drive one is that it handles exactly as the SMTC Designers planned it to make sure it meets the feel of an MG and what its driver will expect. Hats off to the design team, they really did get it right!

It has won several awards in the Driver Power Survey over the years, most notable best handling car in 2013.

So, how many are there....

A visit to the really useful web page that is www.howmanyleft.co.uk gives the following information on the MG6...

90 th Edition	2
BTCC Edition	4
Magnette DTi	35
Magnette S	43
Magnette SE petrol	83
Magnette TSE petrol	73
GT S DTi	3
GT S Petrol	316
GT SE Petrol	453
GT SE DTi	90
GT TSE Petrol	411
GT TSE DTi	189
GT TL DTi	151
GT TS DTi	129

As you can see, some models are already extremely rare and worth keeping, ready for free road tax in 2051!... If you are lucky enough to own an MG6, take good care of it, but mostly enjoy it!



An owners' view by Mark Cropper

I first saw images of the MG6 on line in December 2009 at that time a 5 door hatch was the furthest from my mind as I was looking into getting a new MGTF . However, I did think it was a stylish generally car although I was unsure over the rear styling.

I was lucky to get tickets to the moving motor show at Goodwood and saw the MG6 for the first time. I I was also privileged to go up the hill with Ian Pogson and Adam Sloman, even though it was a left hand drive we were impressed by the handling.

The MG6 was launched to the press with mixed reviews but Autocar and EVO mag both said it was best in class for ride and handling. The biggest criticisms was the poor fuel economy, high rate of tax and certain aspects of the dash.

Our first drive of the MG6 in UK specification was at the Pro-Drive test track and in a interview with Clive Goldthorp for AR on line I said I will consider one when we change our Peugeot, however with the TF in for service I was pleased to be given the keys to an orange MG 6 GT SE to use, within a week I decided that I wanted one it impressed me so much.

Having read numerous test drives I saw a Magnette TSE in Union Blue,I fell in love with the colour and styling so this is what I collected in December 2011.

For me the MG6 is a car that I enjoy driving as much now as the day when I first purchased it. In just under 5 years and with the exception of routine service, I have only needed a set of front tyres and an alarm battery back up. Some have said that the pricing of the 6 was incorrect, however to get a car with similar handling and power, I would have to have paid considerably more. To me the MG 6 is the best car I have owned.

With the 6 now in UK motoring history books , I am sure that in years to come the MG6 will get the appreciation it deserved in the first.

