



MG-XTRA

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

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ZT160 Members Review

I will admit that I have always classed the Rover 75 as a cheap mans Jaguar 'S' type, so to make an MG from the 75 for me was going to be some achievement. To see the transformation from 75 to ZT was very pleasing to the eye.

The exterior

The Le Mans green colour really makes the car stand out. The big mesh grill at the front gives the car a very imposing look and would intimidate even the hardest outside lane hogger to move over sharpish. The Zeon headlights are light years ahead of the normal halogen head lamps.

The interior

The inside is very much the executive class in build quality, the doors have a solid and meaningful sound when shut. The seats are comfortable and hold you in place unlike some £30k German cars I have been in, it's like sitting on an ice ring in the front of them. The small front windscreen takes some getting used to at first as I expected this to be much bigger. The visibility in the rear view mirror is a little restrictive due to the rear head-restraints and the rear spoiler. The only noise you hear is

the small amount of tyres noise which is a shame as I would have liked to hear the V6 roar, may be a microphone and speaker system could be installed to savour the wonderful tone of the engine!

The ride is firm yet smooth and handling is excellent for a big car, even when the car does

begin to slide on corners, the whole car seems balanced and, most importantly, you still feel in control.

The visibility of the clock I have found a little restrictive, and the centre console around the stereo could be better, a touch of carbon fibre would have been nice rather than the bland black plastic.

However, the night time view of the dash is great, I really liked the all white dials.



The verdict

An excellent metamorphosis to a sports car, the V6 engine purrs like a cat and roars like a lion. The power from the V6 comes in at about 3000rpm and is great. I loved the looks I got from other executive class car drivers (e.g. BMW, Audi etc), as much as to say what is that car.

Would I buy the car?

Yes! It would for me be a better buy and more satisfying choice than say a Mondeo ST24 or Vectra V6. It would stand out from

the crowd and above all else it's **BRITISH** and has the classic sports car mark of MG placed proudly in the centre of the car. I will admit though my ZR is more fun to drive but the driving experience of the ZT is a whole lot different.

The future

My personal opinion is MG Rover could improve on the ZT in just a few small areas. I would have liked to see:-

- ◆ A blind spot section to the driver's wing mirror.
- ◆ The basic stereo system could be better or even make the Harman Kardon system standard.
- ◆ The controls on the steering wheel could be improved.
- ◆ A parking sensor would be useful as it is a little difficult to gauge how close you are to things when reversing mainly due to the spoiler blocking your vision.
- ◆ The centre console could be made to look a little less bland.

And finally; I wish all car makers would devise a system whereby when you lock the car it turns off all the interior light, so when you don't realise your 4 year old has messed with the interior lights it does not matter.



Reviewer:

Rob Watton, Cannock, Staffordshire
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MG have announced a number of actions planned to further enhance the MG ZT and ZT-T models appeal.

ZT and ZT-T Sports Suspension

Although the MG ZT and ZT-T suspension dynamics have been widely praised by sports car enthusiasts for their set up and handling, MG Rover are to broaden the appeal of the vehicle to an even wider audience by offering a suspension set up with a slightly more pliant feel and an emphasis towards ride comfort.

This is of particular importance to high mileage business users. The newly developed suspension set up will be standard on all MG ZT and ZT-Ts. The MG Sports Suspension set up will be available as an option, priced at £175.

ZT Saloon Bootlid Lip Spoiler

A new bootlid lip spoiler is now standard fit on all entry level ZTs. MG Rover say this new spoiler reduces rear lift by 40% and is almost comparable in performance to the 'wing' spoiler. The 'wing' spoiler is now a £275 option on any entry level ZT.



08/02 MG Touring Car Made Scottish Debut

The MG Touring Car made its Scottish debut at the weekend of the 2nd of August, when Anthony Reid and Warren Hughes competed in rounds 15 & 16 of the British Touring Car Championship on the short and busy circuit of Knockhill.



Turbo-Diesel Powers the Latest MG ZS

August 5, MG announced the introduction of a new turbo-diesel engine to power the popular MG ZS range. Combining the appeal of its accomplished sporty chassis dynamics with high-economic operation and crucially lower CO₂ emissions.

The MG ZS has until now been offered with powerful K series petrol engines in 120 and 180Ps outputs. The introduction of the 101Ps turbo-diesel provides high levels of torque - 240Nm@2000rpm - for good performance (0-60mph in 10.3secs and a 116mph top speed) and economy (a potential of 66.4mpg on the Extra-urban cycle).



The ZS turbo-diesel is available in both the 5-door hatchback and 4-door saloon, in two trim specifications - ZS turbo-diesel and ZS+ turbo-diesel, the latter additionally featuring CFC-free air conditioning, electric front windows and Rhodium coloured rear bootlid ZS badging. With prices starting at £13,195 for the turbo-diesel hatchback.



07/02 MG LOLA EX257 LE MANS CAR INVITED TO GOODWOOD

The two MG Lola EX257s which recently competed in the 24 Heures du Mans were invited to appear at the famous Goodwood Festival of Speed which took place between July 12-14.

New Diesel Engine for MG ZT and ZT-T

A new 2.0 litre diesel engine has been launched for the ZT, designed to capitalise on the growing diesel market. It uses the very latest common rail diesel technology, resulting in more efficient combustion. The saloon is capable of 0-60mph in 11.0 secs and a top speed of 120mph. Overall fuel consumption is 48.8mpg.

We need your help

Like any club, the magazine is only as good as the articles which go into them. That is where you can help. We need articles for both MG and Rover cars. Hints, tips, repairs and owners cars with a write up about you and your vehicle.....go on - do it today!

Us & Our Cars - Update

Last issue of the magazine we reported on Rob & Clare Watton picking up their new MG's, ownership has not been without their problems, albeit minor in some instances. It also has to be said, in Rob's words "Friarsgate Rover at Lichfield have been excellent, when they have found a problem they have rectified it without hesitation".

Here is a summary of their problems:

- * Passenger seat appear to be broken internally, it also squeaks.
- * Seat lining on both passenger and driver's seat have come loose.
- * Wind noise from the passenger door similar to the window not closed.
- * Tailgate is hard to close, needs to be slammed shut.
- * Drivers door creaks when opened.
- * Small hole in drivers door trim near window.
- * Both Driver & Passenger seat constantly squeak.
- * Squeak from behind driver (head height) around seat belt mounting
- * Rattle/squeak from rear of car on passenger side.
- * Tailgate button very hard to press to open.
- * On acceleration rattle is heard, seems to be coming from exhaust near to front of car, can be accelerated through.
- * Performance seems a little flat.
- * Glove box has to be slammed shut to engage properly.
- * Off-side rear wheel arch lining loose.
- * Rear Off-side Brake Light Not Working.
- * Electrics to be looked at as 3 bulbs have blown since 9th March 2002.
- * Driver's door has to slammed to shut.
- * Rattle/squeak from near rear seat on driver's side.
- * Wipers Not Activated When Washer Jets Used.

Whilst putting the wheels back on, after cleaning them one of the wheel studs snapped off whilst tightening . Rob was only using the wheel brace supplied. The garage have fixed the problem without question but it does given him some concern as to whether this will happen again. He have 32 of these wheel studs to worry about now. (2 car x 4 studs per wheel)

The cars are due to go back for further investigation and we will report on the outcome in the next issue.

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**Next Issue:
Problems solved?**

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