MG

A century of badge, twenty years of SAIC, and the fine print that bites.

75/100 **STABLE** VERIFIED AUG 2026

AU ●●●●○
ZA ●●●○○
UK ●●●●●

PARENT
SAIC Motor, Chinese state-owned, listed Shanghai

GLOBAL
Europe's top Chinese brand eleven years running; first past 1 million cumulative there

IN YOUR MARKETS
UK heritage since 1924, modern era since 2011 · AU since 2016 · ZA back since 2025

BACKED LOCALLY BY
Factory operations; ~160 UK dealers, national AU network

No Chinese-owned brand has roots like this: an Oxford badge from 1924, a decade in the UK top ten, 370,000 cars on British roads and the most mature used market of anything in this book. Survival is MG's strongest suit. The file's job is the two places it is weaker than the badge suggests: the parent's finances, and the product's software.

THE BACKING

SAIC is state-owned and enormous, and it nearly bled out in 2024: profit down 88 percent, an underlying loss, before a 2025 recovery to 10 billion yuan. Add the EU's highest anti-subsidy tariff on any Chinese maker and you understand why MG leans so hard on the tariff-free UK. Recovering, exposed, but structurally too big and too state-backed to vanish.

ON THE GROUND

UK 85,155 registrations in 2025, tenth overall, with the HS the country's eighth best-selling car and around 160 dealers from Guernsey to Shetland. A 7-year warranty and a used market deep enough to price honestly. This is the strongest single-market position of any brand in this book.

AU Slipped from its 2023 peak of 58,346 to 41,298 in 2025, then found its footing again in mid-2026 on new product including the U9 ute. The 10-year warranty headline carries the harshest condition in the market: miss one service, or use an independent workshop, and the extended cover is void.

ZA Returned January 2025 after a nine-year absence; 49 dealers by mid-2026 and climbing the passenger-car table. Young again here, with the group's depth behind it.

THE PARTS QUESTION

Twenty years of continuous UK and Australian presence built the deepest independent parts and knowledge base of any Chinese brand. The irony: MG's Australian warranty terms push you back into the franchise network anyway. One UK owner was quoted a two-month wait just for a technician appointment; depth of network is not always speed of service.

MG4 2025 *the volume EV*

Electric hatchback · the brand's global EV workhorse, 10,000-plus a month worldwide

KNOWN WEAK SPOTS

- Reliability is the bruise: the MG4 finished last of 18 electric cars in a major UK owner survey, with infotainment freezes and electrical gremlins the dominant complaints. Later software helped; test the screen, twice.
- Safety ratings are split across the range: the current MG3 took three ANCAP stars and the MG5 famously took zero before an update lifted it to three. The ZS wears four. Check the rating of your exact model and year, not the brand's halo.
- The Australian 10-year warranty's service rules void the extended cover after a single missed or independent service. Diarize every booking, or price the risk.
- A three-year-old ZS EV holds roughly 40 to 45 percent of its new price in the UK: predictable rather than strong, and better than most in this book can prove.

WHAT MOVES THIS SCORE

▲ Up: the new-generation lineup lifting MG out of the bottom of the reliability tables.

▲ Up: SAIC's recovery holding for a second year.

▼ Down: a fresh parent-company shock, or tariff pressure squeezing the European business that funds the brand.