



MCLAREN 570GT

The latest MacLaren has everyday usability without losing that sports car bite, writes Tim Barnes-Clay

The letters 'G' and 'T' are used far too often on cars, and, yes, I'm referring to a grand tourer rather than a gin and tonic. Some automakers think that by sticking a 'GT' badge on the boot lid it makes their product instantly irresistible. Many are wrong about that, but McLaren isn't. Indeed, the 570GT is so far from wrong, it's untrue.

McLaren's 570GT is one of the best cars the British firm makes and it's undeniably the most multitalented sports car, too. You can probably tell I was utterly blown away with the 570GT when I tested it on British bitumen recently.

Fundamentally, McLaren has taken the awesome 570S and injected it with an extra dose of civility. The result is the 570GT – a machine that's as refined as possible without swapping for a smaller power unit and additional seats.

The 570GT even looks like the 570S, but there are some major differences between the models. The latter's flying buttresses have been replaced by curved bodywork that comprises a glass hatch. There's a respectable 220-litres of load space under there, meaning the 570GT has a genuine practical edge to it. The car also has a glass roof that makes the cabin airy and full of mood-enhancing light.

The engine, normally on display in the McLaren 570S, is tastefully concealed under a leather floor in the 570GT. Inside, the car gets extra soundproofing, soft-close doors and electric heated seats. If that's not enough to start justifying those letters 'G' and 'T', the 570GT is equipped with a more hushed exhaust system and softer suspension. The steering is also milder than the 570S'.



McLaren 570GT Fast Facts

Max speed: 204 mph
0-62 mph: 3.4 secs
Combined mpg: 26.4
Engine layout: 3799cc,
twin-turbocharged V8
Max. power (PS): 570
CO2: 249 g/km
Price: £154,000

These changes make the McLaren 570GT a car you could use every day. The ride is pliable enough to make our pothole-ridden roads bearable, and motorway cruising din is subdued enough so that your ears don't bleed.

But, just because you could use the GT every day, it doesn't mean this is a lacklustre McLaren. Oh no. In every other way, the 570GT does everything else a full-fat McLaren does. And, most importantly, it looks one of the meanest, sexiest cars out there. It's a major head-turner, that's for sure.

With just a quick stab of the 570GT's starter button, the twin-turbo 3.8-litre V8 lump barks into life. Depress the gas pedal and the increase of velocity is hard-hitting, due to the 570 horses under the lid. Snapping up and down the cogs via the paddle-mounted gears-shifters is a real smile-inducer. Zero to 62mph is done in an insanely rapid 3.4 seconds, while the top speed is a licence-losing 204mph.

Regardless of the additional luxuries added to the GT, this McLaren's cabin stays broadly the same as in the 570S'. It's a work of genius in contemporary sports car interior design and a long way from the chaotic button-fest of the Ferrari 488 or the unemotional ambience in Porsche's 911 Turbo. You sit near to the ground but erect in the 570GT, so visibility is very good. And, as mentioned earlier, it's comfortable enough to be used in the real-world as an everyday car.

While the alterations from the 570S to GT could be seen as fairly minor, they make a substantial difference to the McLaren driving experience. The British sports car maker has constructed a machine that is as calm as possible, without kicking any of the theatre to the kerb.

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