



MCLAREN 570S COUPE

Tim Barnes-Clay test-drives the supercar that spearheads McLaren's Sports Series

If you can ignore the obvious concerns of cash and cabin space, this two-up supercar is an awesome way to experience motoring delights.

The 570S is the most prevalent model in the well-known British automaker's range, with a 3.8 V8 twin-turbo powerplant delivering scorching performance with even hotter looks.

There isn't a McLaren on the market that isn't overwhelmingly fast and electrifying to drive, and it's unquestionably true of this model that spearheads the company's Sports Series. Slide behind the wheel of the 570S and the exhilaration is profound before you've even poked the starter switch.

Out on the tarmac, the 570S provides precisely the experience you'd imagine from a machine bearing McLaren emblems. While the ride is firm, even with the adaptive dampers set to 'Normal', the car moves lithely over road blemishes with scarcely any body roll. The 570S' ride is exquisitely judged too, delivering a level of acquiescence that's astonishing.

The steering is the star of the show, though, with impeccable weighting, loads of feel and sharp responses. It means you can position the snoop of the 570S with accuracy – and at any road speed the McLaren bites into the bitumen. The 'Sport' and 'Track' drive settings add rigidity by notches and tweak the twin-clutch gearbox settings for quicker changes and an even prompter throttle response.



The seven-speed 'box is controlled via racing-car style gearshift paddles behind the steering wheel. Under maximum acceleration or during brisk downshifts, you can dance impeccably between ratios. Settle down into a cruise, though, and the transmission will change its cogs cheerfully and almost undetectably by itself.

The brakes are amazing too. They need a solid push to scrub off speed, but there's tremendous feel through the pedal that enables you to regulate braking very accurately.

The 570S' 3.8-litre twin-turbo V8 may not have the hair-raising caterwaul of a V12 supercar, but it develops a significant snarl, and acceleration is complemented by the hiss of the turbos. It takes a millisecond for the boost to kick in if you're coasting, but then the 570S takes off like a rat up a drainpipe.

The turbo impact means the acceleration seems to build endlessly, and with launch control switched on you can do 0-62 mph in just 3.2 seconds, on to a top speed of 204mph.

You can squeeze 26mpg out of the 570S, and it pumps out 249g/km of CO2. But running costs probably aren't high on your list if you're serious about purchasing a supercar.

The 570S is certainly a beautiful car, and easily as attention-grabbing as any Audi R8 or Porsche 911. It is perhaps a little less ostentatious than a Lamborghini Huracan or Ferrari 488 GTB, but that isn't necessarily a bad thing.

McLaren 570S Coupe Fast Facts

Max speed: 204 mph

0-62 mph: 3.2 secs

Combined mpg: 26.4

Engine layout: 3,999cc eight-cylinder, twin-turbo petrol

Max. power (PS): 570

CO2: 249 g/km

Price: £149,000



The 570S also has a cabin that's not too hard to get into, thanks to low sills and zany dihedral doors that swivel upwards. Build quality is excellent, and there's a deluxe feel with leather and Alcantara seemingly everywhere.

A two-seater supercar is not exactly a down-to-earth choice, but the 570S has reasonable head and legroom. There's also lots of adjustment for the steering wheel and driving seat, so it's easy to find a comfortable driving position. Boot space is, as you would imagine, cramped, but

peek under the bonnet and you'll discover 144 litres of cargo space at the front of the 570S. This is around the same as in a Lamborghini Huracan.

Even though the 570S Coupe hasn't been crash-tested by Euro NCAP, the cutting-edge technology in the McLaren, plus ages of racing know-how, make the car a comparatively safe one. This is good news, because the likelihood is that, if you become unstuck, you won't be moving slowly!

