

# McLaren 570S Coupé

By Jim Mc Cauley



The McLaren 570S is the third and final product to join the Woking company's three-tier model range. It is the more powerful model in the Sports Series alongside the Super and Ultimate Series. Power output is denoted in the badge which in this case is 570PS.

Styling-wise, the car is rounder and softer in appearance than that of the Super Series, but there is no mistaking its family tree with the flowing bodywork sharply arrested by the front and rear LED light assemblies, and carbon fibre

insets highlighting the air intakes as well as rear under-body aerodynamics. While the car retains the upwards hinging dihedral doors that have become a McLaren trademark, the sill design permits better cabin access, and a hint that this is a more user-friendly car than the 650S. Without compromising on quality or eroding heritage, the 570S introduces McLaren into the sportscar market with a car that upholds the company's philosophy and carries its core DNA.

Heart of the 570S is the carbon fibre monocoell tub fitted with a mid mounted twin-turbo V8. This lightweight 3.8 litre engine has seen continuous development and in this application delivers a massive 600Nm of torque developed between 5,000 and 6,500 rpm. Weighing just over 1300kg – the lightest in class – the car has the highest power to weight ratio of 434PS per tonne. The end





result is a 0-62mph time of 3.2 seconds while double that speed can be seen in 9.5 seconds. Top speed is given as 204mph.

But it is the smoothness of the power delivery that impresses most. There is no stepped anger in the response, but rather a gradual and linear expansion of the engine's willingness to respond at the slightest touch of the throttle. The end result is a car that is docile in traffic, yet can release its power without hesitation as the throttle is swept further downwards with the engine note sounding its approval. The engine's output is complemented by the 7-speed SSG transmission which shifts up

without hesitation to maintain an almost seamless progression as the car's speed increases.

Suspension hugs the 570S to the ground but with adequate occupant comfort, while the Active Dynamics technology permits a choice of engine mapping and damper settings for more aggressive performance in 'Sport' and 'Race' settings. First seen in manual form in the 1997 McLaren F1 cars, the 570S also features a fully automatic brake steer technology which applies braking to the inside rear wheel when cornering to counteract any tendency to understeer.

Cabin architecture neatly envelops the driver with the main and supplementary digital screens clearly presented. Unlike the sweeping central console in the 650S which flows from the upper dash to the floor, the central infotainment screen breaks to leave storage space before the lines are picked up again on the floor console with the gear selection and Active Dynamics switches. The flat bottom steering wheel reinforces the driver focus nature of the cabin, devoid of any switchgear while the elongated carbon fibre gear shift paddles are column mounted to allow for manual override of the 7-speed automatic. These paddles, like all the other switchgear are bespoke items specifically designed for the car.

Cabin storage is limited although the front mounted luggage compartment is more generous than anticipated at 150 litres but in a mid-engine two-seater it provides enough space for a weekend away if not a week.

Overall, this entry into the McLaren performance market commences at £143,000 but provides the ultimate exclusivity in class, as total annual production for McLaren's three ranges is capped at 5,000 units. At the pinnacle of the sportscar league expect insurance and emissions to be at the top of their respective scales, but owners can take satisfaction in a good range between fill-ups with average fuel consumption given as 26.6mpg.



(Driven November 2016)