

Wicked sweet & elegant

By Joe Sage

The Mercedes-AMG GT family has had explosive growth in just a few years' time, contributing to an ever deeper and broader AMG family overall, and in turn the greater Mercedes lineup. (Word has it that some thinning is coming soon.)

Growing from the AMG GT Coupes and parallel Roadsters, a new fork in the road added the AMG GT Four-door Coupe group about two years ago.

GT 43 and GT 53 have variations of a 3.0L turbo V6; GT 63 and GT 63 S have two versions of a 4.0L biturbo V8. The GT 43 is intended as an entry level model—at \$89,000 the least expensive in both the GT Four-door subset and the full GT lineup.

At just 12.3 percent higher cost than the GT 43, the GT 53 delivers 18.5 percent more horsepower via AMG enhancements and an electric auxiliary compressor—429 hp versus the base model's 362. Both bear benefits of Mercedes' clever EQ Boost technology—a complex yet elegantly simple ring-shaped armature system that efficiently boosts output by up to 21 hp throughout the power curve.

It's a bigger price jump to the two V8s (comparative specs and prices at right), with intriguing

comparisons between GT 63 and 63 S, as well.

The comparatives add up to good news for the AMG GT 53: at just under \$100 grand, tradeoffs are in your favor—about 70 percent the cost of a GT 63, with almost 80 percent the horses. If frugality plays into your formula, you'll save on gas, too, by virtue of smaller displacement, of course, and also the turbo-compressor-EQ Boost tech factors.

The cars are built not on the GT coupe and roadster's foundations, but rather the executive size (or midsize) E-Class and CLS-Class platform. Whatever its nominal classification, the interior is spacious, with ample visibility all around.

The GT 53 cabin bears Mercedes' familiar twin 12.3-inch screens, in a crisp and sporty instrument panel with switch, vent and control cues from the coupes and roadsters. Notable is the shifter, not the usual steering wheel righthand stalk found on most Mercedes models, but a grab handle unit in a more conventional console position, where an active performance driver would expect to find it. It's surrounded by a brushed metal surround, trackpad, and control buttons under black glass—from auto start-stop, to modes, to trunk release—classy, though subject to reflection that can reduce readability vital to this variety of functions.

A wealth of controls and settings remain in the center touchscreen, including such extras as more

variations of massage than most masseuses can offer. Some settings, as is typical, require more layers of deep dive than we might wish, but no doubt become more familiar during ownership.

Our drive time was split between suburban grid and a two-lane excursion out into the countryside—Bartlett Lake Road—the first showcasing the powertrain's quick and potent response to traffic gap opportunities easily missed in a more ordinary machine; the latter (in Sport-Plus mode) a high-power, precision-control grand touring romp.

Here you'll forget any bugaboos of electronics or interface, as you find the car's soul, confirming that from a power and mechanical standpoint, this is a showpiece of this golden age of quality build and performance. The epiphany of this GT's larger size, compared with its two-door brethren, is that it's so quick, nimble and sure-footed, you almost can't believe its generous packaging—the size of the cabin, the size of the engine, even the size of the trunk. It handled our cuts and curves, over hill and dale, like a tight and trim sports car—a GT.

Whenever we see any Mercedes-AMG GT coming up on our schedule—be it a Roadster, Coupe or Four-door—our heart surely beats a little faster, as any will be one of those special cars that warrant extra anticipation. We have a hunch it will make your heart beat faster as well. ■

MERCEDES-AMG GT FAMILY

AMG GT COUPE

Mercedes-AMG GT Coupe	\$115,900
4.0L handcrafted AMG V8 biturbo 469 hp / 465 lbft / 0-60 3.9 sec	
Mercedes-AMG GT C Coupe	\$150,900
4.0L handcrafted AMG V8 biturbo 550 hp / 502 lbft / 0-60 3.6 sec	
Mercedes-AMG GT R Coupe	\$162,900
Mercedes-AMG GT R Pro Coupe	(tbd)
4.0L handcrafted AMG V8 biturbo 577 hp / 516 lbft / 0-60 3.5 sec	
Mercedes-AMG GT Black Series	(tbd)
Modified 4.0L handcrafted AMG V8 biturbo 720 hp / 590 lbft / 0-60 3.1 sec	

AMG GT ROADSTER

Mercedes-AMG GT Roadster	\$127,900
4.0L handcrafted AMG V8 biturbo 469 hp / 465 lbft / 0-60 3.9 sec	
Mercedes-AMG GT C Roadster	\$162,400
4.0L handcrafted AMG V8 biturbo 550 hp / 502 lbft / 0-60 3.6 sec	
Mercedes-AMG GT R Roadster	\$189,750
4.0L handcrafted AMG V8 biturbo 577 hp / 516 lbft / 0-60 3.5 sec	

AMG GT 4-DOOR COUPE

Mercedes-AMG GT 43 4-door Coupe	\$89,000
3.0L inline-6 turbo w EQ Boost 362 +21 EQ hp / 369 lbft / 0-60 4.8 sec	
Mercedes-AMG GT 53 4-door Coupe	\$99,950
AMG-enhanced 3.0L inline-6 turbo w EQ Boost, electric auxiliary compressor 429 +21 EQ hp / 384 lbft / 0-60 4.4 sec	
Mercedes-AMG GT 63 4-door Coupe	\$140,600
4.0L handcrafted AMG V8 biturbo 577 hp / 590 lbft / 0-60 3.3 sec	
Mercedes-AMG GT 63 S 4-door Coupe	\$161,900
4.0L handcrafted AMG V8 biturbo 630 hp / 664 lbft / 0-60 3.1 sec	



SPECIFICATIONS

DOORS/SEATS.....	four / four
BUILD.....	steel unibody, alum+steel sheet metal
ENGINE.....	AMG-enhanced 3.0L inline-6 turbo alum/alum, 24v, w EQ Boost and electric auxiliary compressor
COMPRESSION RATIO.....	10.5:1
HP/TORQUE.....	429 hp / 384 lb-ft +EQ Boost up to 21 hp
DRIVETRAIN.....	4MATIC AWD
TRANSMISSION.....	AMG Speedshift TCT 9-spd
0-TO-60 / TOP SPEED.....	4.4 sec / 174 mph (lim)
SUSPENSION.....	F: indep multi-link w coil spring, single-tube shock w continuously adjusting damping & solid torsion bar; R: indep multi-link w coil spring, single-tube shock w continuously adjusting damping & tubular torsion bar;
STEERING.....	speed-dependent electro-mechanical rack & pinion
BRAKES.....	F: 14.2x1.4; R: 14.2x1.0
WHEELS.....	(std) F: 9.5x19; R: 11.0x19
TIRES.....	(std) F: 255/45R19; R: 285/40R19
LENGTH / WHEELBASE.....	199.2 / 116.2 in
TURNING CIRCLE.....	41.3 ft
GROUND CLEARANCE.....	tba
HEADROOM (F/R).....	tba
LEGROOM (F/R).....	tba
CARGO CAPACITY.....	tba
WEIGHT.....	tba
FUEL CAPACITY.....	17.4 gal
MPG.....	19/24/21 (city/hwy/comb)
BASE PRICE.....	\$99,950
PAINT: Brilliant Blue Metallic.....	720
INTERIOR: Magma Grey / Black Nappa leather (w natural grain grey ash wood, n/c).....	2990
WHEELS: AMG 20" twin 5-spoke w accents.....	750
AMG PERFORMANCE EXHAUST.....	1850
AMG DRIVE UNIT STRG WHEEL BUTTONS.....	400
SILVER SEATBELTS.....	500
HEATED/VENTILATED FRONT SEATS.....	450
SURROUND VIEW CAMERA.....	500
DESIGNO BLACK DINAMICA HEADLINER.....	1600
DRIVER ASST PKG: active assist: DISTRONIC® distance, steering, lane change, emergency stop, speed limit, brake w cross-traffic, eva- sive steering, lane keep, blind spot; Pre- Safe® Plus rear-end collision protection; route-based speed adapt.....	2250
DESTINATION CHARGE.....	995
TOTAL.....	\$112,955

