

By no means soft-soaped

Von Jens Meiners

Although it is based on the SL, any fears that the new AMG GT might be a little soft-spoken as a result can be dispelled. This is because the SL has no longer been a boulevard cruiser since the generation change almost two years ago, but a serious sports car, fully developed by AMG.

Compared to the previous AMG GT, the proportions are somewhat less extreme, but this is more of an advantage: you sit further forward, the car is clearer - and can therefore be positioned even more precisely on the country road. Compared to the SL, however, AMG has sharpened up the design, above all with an aggressive, lower front mask. The interior is identical - except for one small detail: the central screen, which is electrically tilt-adjustable in the SL to avoid reflections, is fixed here.

In the AMG GT 55, the eight-cylinder engine produces 476 hp (350 kW), while in the GT 63 the power output is increased to 585 hp (430 kW). The extra power is extracted exclusively via the software and manifests itself in outstanding performance: 0-100 km/h in 3.2 versus 3.9 seconds, the artificially regulated top speed increases from 295 to 315 km/h. AMG has completely dispensed with electrification. This saves weight, complexity and costs - and drivers can look forward to not only achieving the official cycle consumption (14.1 liters per 100 km) in contrast to hybrid vehicles, but easily even undercutting it.

The 63 is priced at 188,704 euros, while the 55, which will be available from July 2024, is likely to be around 30,000 euros cheaper. (aum)

Images for article



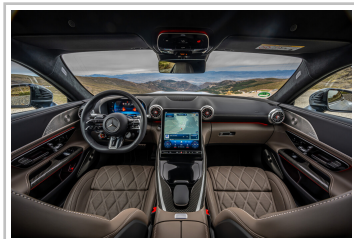
Mercedes-AMG GT 63.

Photo: Autoren-Union Mobilität/Mercedes-Benz



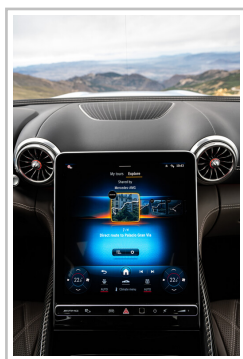
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