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To green hell and back with the Mercedes-AMG GT R

Lead

Climbing into the ring with its as-yet undefeated Stuttgart rival, the Porsche GT3 RS, the new lighter, sharper and more aggressive Mercedes-AMG GT R has been predominantly developed on the Nürburgring – the location of its GT3 cousin’s triumphant 24-hour victory just weeks ago...

A more fearsome and muscular animal to the softly styled regular AMG GT, the potent R version is crammed with technology gleaned from the GT3 racing car. This includes, most obviously, a drastic new aerodynamic package, a heavily reworked double wishbone suspension system, and – much like many of its competitors – rear-wheel steering, the first of its type fitted to a Mercedes.

A different beast



The twin-turbocharged four-litre V8 develops 577bhp, up 74bhp on the regular GT S, and overall weight is down by 15kg thanks to the extensive use of carbon-fibre, aluminium and titanium. The boot-lid remains in steel however, to cope with the enormous amounts of downforce generated by that huge rear wing. While the new ‘AMG Green Hell Magno’ paint references the Nürburgring and Mercedes’ recent racing success, there are nods to the company’s illustrious competition past present too. If that yawning front grille looks familiar to you, it’s because it’s modelled on that of the 1952 Carrera Panamericana-winning 300 SL. Deliveries of the AMG GT R will commence in November and, unlike the Porsche GT3 RS, production will not be limited.

Photos: Mercedes-AMG

Gallery

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