



Frenetic Overload

This is the McLaren 570S,

the “entry level” McLaren. That means it is the younger sibling (Sports Series) to big brothers 650S and 675LT (Super Series) and the child of big daddy P1 (Ultimate Series). It is the first in the “Sports Series,.” In being the least expensive model in McLaren’s lineup, there are some changes.

The engine is the same basic unit as in the rest of McLaren’s road-going cars. A twin-turbo 3.8-liter V8 that has been detuned to 562 hp from the 641 hp the 650S puts out, and far less than the 710 hp in the all-new 720S that just debuted in Geneva a few months ago. McLaren says the engine is 30% different from the Super Series engines, but it certainly doesn’t feel like it. There are 443 lb-ft of torque on hand and it is all fed through the same seven-speed twin-clutch transmission that is in every other McLaren model. So far, so good.

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...“the ‘entry level’ McLaren.”



The chassis is comprised of a carbon fiber tub, now called “MonoCell II”, but with lower cut lines for easier ingress and egress. Dihedral doors remain but the body is now made out of aluminum instead of carbon fiber. Under the chassis is one of the biggest differentiators between the 570 and the rest of the McLaren stable...double wishbone suspension with adaptive dampers and anti roll bars in lieu of the incredibly well behaved interlinked hydraulic tubes in the company’s other models. I’ll come back to this later.

Climb inside the cockpit and there is plenty of room. The buttons, switch-gear and gauges will look familiar to anyone that has ever planted their

hind parts in a McLaren including the same shift paddles you will find in a P1 and the same set up switches on the center console. Those switches adjust the chassis from normal to sport to track...the knob on the left for powertrain adjustments and the one on the right for handling (suspension). Don’t forget to hit the “activate” button in between the two knobs first; otherwise those knobs will not adjust a single thing!

The starter button sits at the top of the center column and pushing it not only ignites the V8 over your shoulder, it sends chills down your spine every-single-time. The V8 has a sharper bark to it than in McLaren’s other cars. The company says the exhaust

is unique to the 570 and it sounds fantastic. Blip the throttle and the noise just gets better.

The same push button PRNDL resides in between the two seats and, like in other McLarens, there is a brief pause after hitting the button before the car responds by selecting the appropriate action.

I push “D” and prepare for blast off. According to McLaren’s press briefing, the 570S will hit 60 in three seconds and go on to a top speed of 204 mph. I have no doubt that these numbers are accurate after my first firm push on the accelerator.



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“Is there navigation? Probably, but I never cared to even look.”



The first thing I notice, though, is the turbo lag. Below 4,000 rpm it is there. It is not very intrusive, but it is there. The next thing I notice is that my body has been pushed almost into the

engine bay and the scenery around me is a blur. Turbo lag be damned! Blip, the next gear engages before the paddle has even retracted completely. Then the next, and I am going obscenely fast on a road that I probably shouldn't be. Hard on the brakes, and

hard you must be as carbon ceramics are standard (iron discs are optional) and there is not a lot of feel until a firm foot is applied. Then there is so much stopping power that my body would be in the frunk (you know, the front trunk) if it wasn't for the security of my seatbelt.



Jay Shuster, Production Designer for "Cars 3", hard at work on Jackson Storm.

I speed up again and start winding through some fast but blind corners. The car is fast, but loose, the ride is much firmer than that of the 650 or even P1. It is stiff like an over-starched collar and it's just as uncomfortable. I am winding through mountain roads with no runoff and working my arms like Popeye after a can of spinach. The steering is absolutely fantastic, but I begin to sweat, the car lurching and bouncing all over the road right at the limit of grip and traction. I get nervous and let up. These roads are challenging and wringing the 570S through them at speed even more so. I am bewildered. The 650S would have demolished these roads with another 10 or 15 mph to spare. What gives?

I had started this drive with both the powertrain and suspension set to "sport" mode because, well, wouldn't you do the same? After slowing down a bit I switch both settings to "normal". There is a difference but it is not as dramatic as doing the same in a 650S. The ride does not loosen up enough to absorb all the imperfections in these roads. But taking things down a notch has really helped the 570 get into its groove and the car begins to make sense to me.

McLaren's strategy for the 570 was never about the fastest track times, but about driver involvement. The company has been criticized for not getting the driver involved enough. I can tell you with certainty that the 570S will never be chastised for such a failing.

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The car has no active aero aides, nor does it produce any significant lift or downforce. The fact that it is neutral in the way of air management contributes to the level of initial nervousness I felt driving it at speed. Hmmmm... However, as I spend more time behind the wheel, the loose nature of the 570S begins to come off as...well...playful rather than unsettling. This chassis setup is lively and loose. It is not as trusty or reassuring as in the 650S, but it is more fun, especially at sane speeds. And: therein lies the appeal of the 570! It is meant to involve the driver as soon as the starter button is pushed. Its louder and more raucous sound stirs your blood and gets you riled up right from the get go. Because the chassis is willing to hang loose with a stern push on the throttle, and to do so when you're going 30 mph, means you have to get involved because the car **MAKES YOU** get involved. It is not laid back or calm and it is not meant to be.



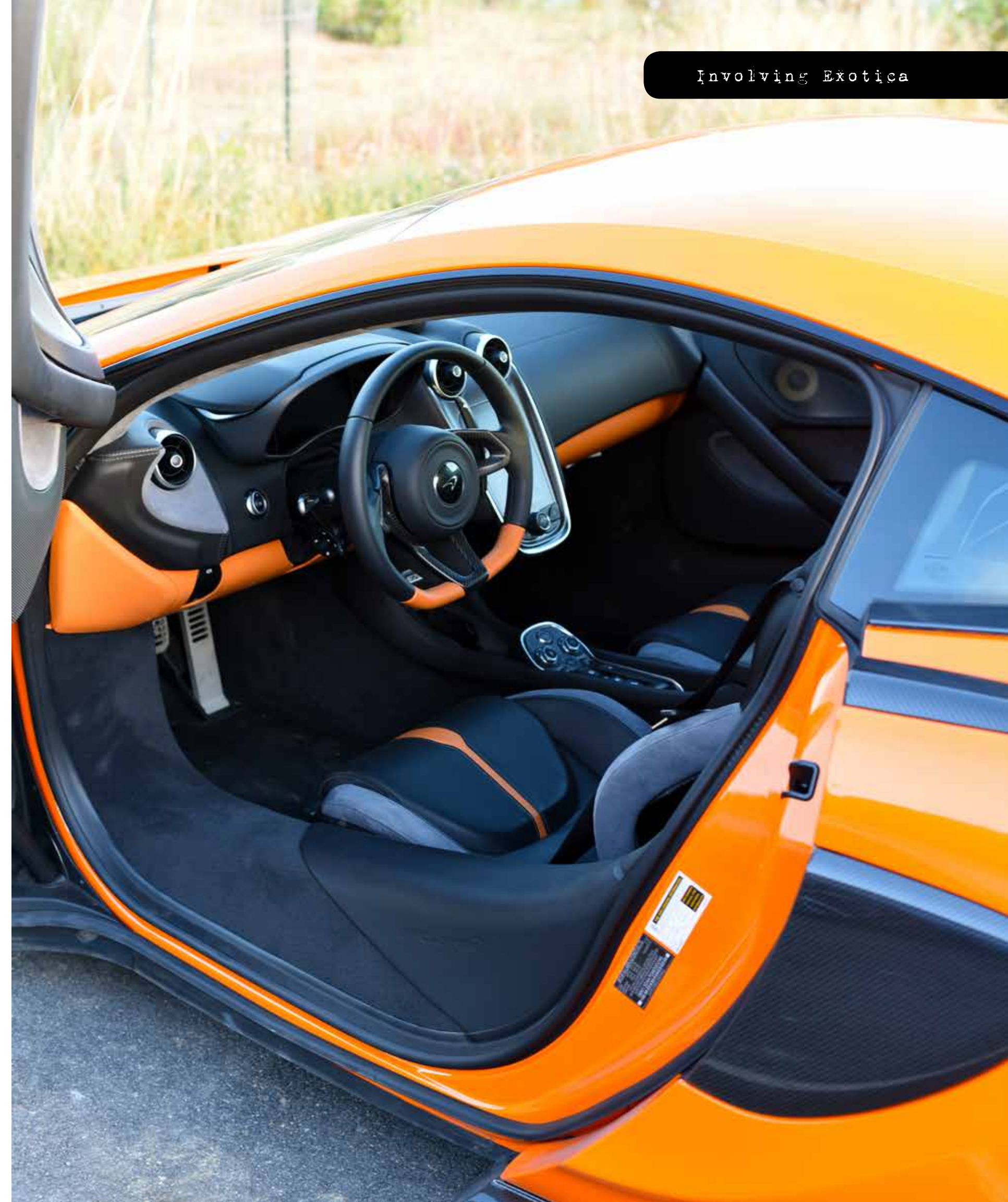
Knowing this I venture further into the mountains. The 570 delivers on everything I ask of it. If I push a little too hard the car lets me know, but the limits are easily discernible now and every turn of the wheel becomes a little more rewarding. The 570 has brake steer to help with turn in by braking the inside rear wheel to induce some yaw. This is the same technology that McLaren used to its advantage in Formula 1 and was banned after the 1997 season.

The drive is incredibly enjoyable and one of the most exciting I have had in recent years!

The cabin is a comfortable place to work and the air conditioning keeps things cool in the California summer sun. Is there navigation? Probably, but I never cared to even look. I was sort of quietly hoping that I would get lost on these



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back roads and McLaren would have to send a search party for me...in Virginia.

The closest competitors the 570S has are: Audi's R8 V10 plus (Auto Exotica Volume 2016 Issue 3), Porsche's 911 Turbo S and Acura's NSX. I don't know which one I would be able to wrangle around Road America faster, but the 570S is most likely the one that would deliver the biggest smile...all while sliding the tail around and lighting up those fat rear tires.

The fact that the 570S looks the part of a supercar and comes damn well close enough to the performance thereof is nothing short of astounding for a company as young as McLaren really is in the world of road-going cars. It is everything the design brief called for and more. It is one of the most fun road cars available today.



The McLaren 570S drew all sorts of fans while we were out shooting.

