

AUTO
REVIEW



2022 Mercedes AMG GT53

By Stephen Schutz, MD



The Mercedes AMG GT coupe is a serious Porsche 911 rival that's 90% sports car and 10% luxury conveyance (I've reviewed it previously). The sedan version of the AMG GT, on the other hand, is a different animal. Based on the E-class sedan, the four-door AMG GT is definitely an automotive athlete, but a stretched AMG GT coupe it is not.

It looks like that though. The aggressive AMG GT grille and angry headlights seem like they could be the same (they're not), and the flowing profile and tapered rear end say "high performance" almost as much as the coupe's styling does.

Nevertheless, the AMG GT sedan is also seriously handsome with an elegant exterior that would merit a valet parking spot in front of any hot restaurant. Its competitors, the BMW 8-series Gran Coupe and Porsche Panamera, provide similar driving experiences, but neither is anywhere near as good-looking as this car.

The good looks extend to the cabin, where everything looks and feels top shelf. Surprisingly, the objects that draw your eye the most inside the AMG GT sedan aren't the seats, gauges or center console, although they're all nice, but the HVAC vents. Round, aluminum and very visible, those vents add attractive jewelry-esque elements to Mercedes' interiors.

Good for Mercedes. In the 1980s, Bruno Sacco's restrained but modern interiors were easily the class of the luxury automotive space. Since that high water mark, however, Mercedes seemingly lost their way when it came to automotive interior design.

Who took over that leadership position? 30 years ago, Lexus had the best interiors, 20 years ago it was Audi, 10 years ago, still Audi, and now it's Mercedes. Who will it be 10 years from now? Maybe Lucid.

Internal combustion engine (ICE) development is nearing an end as all automotive manufacturers pivot to battery electric vehicles, and the powerplants available in the Mercedes AMG GT sedans may be the ICE high water mark. The GT53 I tested features a 3-liter inline six-cylinder engine that integrates a turbocharger, electric supercharger and an electric motor to maximize power.

The electric motor and supercharger provide instant oomph before the turbo kicks in, which is when the GT53's 429HP gets real. My test car was seriously fast—zero to 60 mph in 4.1 seconds fast, actually—and it was amazing to experience how all of that powerplant tech combined with a nine-speed automatic transmission moves this relatively large sedan forward.

A detuned GT43 is available in addition to the GT53, but the OTT GT63 and GT63S models are the ones you want. Powered by

a monster 4.0-liter V8, the max AMG GT sedans combine dry-sump oiling, direct injection and two turbochargers to crank out 577HP in the GT63 and 630HP in the GT63S. Sounds great, doesn't it? Regrettably, due to supply chain snafus and other challenges, Mercedes will be importing very few if any V8-powered cars and SUVs for a lot of the 2022 model year. I'm a fan of Mercedes' new inline six-cylinder engines, but there's nothing like a V8.

Driving the AMG GT53 is a treat and a reminder that, regardless of a modern luxury crossover or SUV's utilitarian advantages, and there are many, in no way will any of those types of vehicles go down the road as well as a sports sedan. The AMG GT53 attacks high-speed sweeping corners with confidence and competence, and just gobbles up interstates. It's so good when you're in a hurry, in fact, that I'm amazed that it's based on the relatively pedestrian E-class. Trudging around town in the AMG GT sedan is nothing special, but that's true for almost any vehicle.

As always with a Mercedes, options, which are many, can quickly inflate the price of an AMG GT53 from its base of \$108,000 to close to \$150,000 or even more if you get overly exuberant.

It's worth noting that Mercedes, like all automotive manufacturers, is directing almost all of its R&D capital towards electrification, which means that delicious ICE sedans like the AMG GT53 won't be around forever. I suspect that the venerable S-class will be the last Mercedes to give up its engine for an electric motor, and it makes sense that niche gasoline-powered sedans such as the AMG GT and CLS will go away sooner. Too bad, these are peak times for luxury ICE sedans, especially those from Germany, and, sadly, they're not long for this world.

The AMG GT sedan is a terrific driver's car that can do it all, from taking four friends to dinner in comfort to ferrying you quickly and safely to the hospital at 2 a.m. It's not cheap, but nothing this good ever is. Get it while you can.

As always, call Phil Hornbeak, the Auto Program Manager at BCMS (210-301-4367), for your best deal on any new car or truck brand. Phil can also connect you to preferred financing and lease rates.



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