

SPECIALIST SALES

STRAFFORDCARS.CO.UK

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JANUARY EDITION



Welcome to the very first edition of our new **Strafford** newsletter.

Each month we'll be updating you on what's been moving in and out of our showroom, as well as a special segment in which we take an in-depth look at some of the most exciting machinery in stock.

With the turn of the New Year, we'd also like to take a moment to thank all of our loyal customers and to extend a warm welcome to our ever-growing list of new clientele. Over the last 12 months we've experienced record sales volume, a credit to the amazing team at our Brighton showroom.

We're excited to see what 2024 brings.



By Roger Cole

Photographed by Louis Martin

MERCEDES-BENZ AMG G63

The G-Class was never accused of lacking character,
but with a full AMG makeover the platform truly
comes alive



It's an icy cold yet bright January morning. In the air, a wind that carries genuine spite. The sort of chill that indiscriminately cuts through multiple layers of clothing and allows us Brits to indulge in our famed meteorological small talk.

It's that time of the year when our roads are perhaps at their most uninviting. On this particular morning there's scarcely a clean patch of tarmac in sight, just an infinite dusting of grit and the occasional shimmering patch of ice.

Out of all the cars in our showroom, there is a standout contender for tackling the challenging conditions on offer, and it's this, our 2022 Mercedes-Benz AMG G63.

Originally released in the late 1970s, the Mercedes-Benz Geländewagen (German for cross-country vehicle) has cemented its dominance in the luxury SUV sector over a 45-year production run. With four-wheel drive, huge 295-section all-terrain tyres and lofty ground clearance, the G-Class is an SUV with formidable off-roading ability that also translates

to on-road security. At first glance the exterior is imposing, the purposeful square design giving the G-Class the appearance of a road-going tank. Our example is finished in Iridium Silver and comes with the optional AMG Night Package which contrasts the cool silver paint tone with matt black AMG wheels and gloss black mirror caps. A smattering of AMG badges reminds you that this is the hottest G-Class available.

As this is a full-fat AMG model, the G63 is powered by a twin-turbo 4.0L V8 that produces 577 hp at 6,000 rpm and 850 nm of torque at 2,500 rpm. Power is sent to all four wheels via a nine-speed dual-clutch gearbox, and the G-Class also benefits from 3 locking differentials (front/centre/rear) and a low-speed transfer box- should you ever fancy taking your six-figure Mercedes through any slippery or undulating terrain.

The interior is a standard Mercedes-Benz affair with a large dual-screen setup on the dashboard





and an abundance of high-quality leather and metalwork spread out over the cabin. Unique G-Class features include a grab handle mounted to the passenger side dash, and notably sturdy doors which require an almighty thump to close.

Easing out onto the roads the 9-speed dual-clutch transmission proves well calibrated- smooth and docile enough for daily wafting, but also alert to downshifts when you require a burst of acceleration. Steering feel is predictably weighty, with a relaxed rack that requires a good amount of steering lock to carve through sharper corners. Switch the adaptive dampers into comfort mode, and the suspension manages to provide a connected and textured sensation whilst still maintaining plush ride quality. Sport and Sport+ modes will incrementally firm things up to try and minimise the chronic lateral body roll associated with fast SUVs, but the comfort setting suits our bumpy UK roads best.

In the background, the ever-present rumble of the AMG V8. A heavy right foot provokes a thunderous soundtrack that reaffirms the muscular exterior. Before it's even been fully uncorked, it's clear that this gruff 4.0L unit is the one to have.

There's just something so alluring about the G-Wagon formula, a vehicle that manages to feel incredibly rugged and expensive all at the same time. It has the same appeal as a luxury dive-watch; an object that's designed to function in the dark and muddy depths of the ocean that looks equally plausible when paired with a cashmere suit.



'At first glance the exterior is imposing, the purposeful square design giving the G-Class the appearance of a road-going tank'

It's difficult to feel cautious about the far from optimal road conditions once you're perched in the imperious G63 driving seat. Come rain, ice or shine, soon enough, you'll find yourself wanting to exploit the full 577 hp on offer, and the straight-line performance is rampantly fast. It's a strange sensation feeling an object that weighs more than 2.5 tonnes moving this quickly. The combination of gut-punching acceleration and anchor-like weight means the speed you can carry feels somewhat gravitational. The manufacturer quoted 4.5s to 62mph seems conservative to say the least. Power and torque are available throughout most of the rev-range and delivery is pleasantly linear with no let-up towards the red-line. When put into manual mode, the dual-clutch gearbox performs admirably, dealing crisp and responsive shifts that are dictated by the AMG exclusive aluminium paddle shifters. Whilst the G63 is brutally effective in a straight line, there isn't any one particular aspect of its dynamic ability that jumps out at you. Braking performance is strong and the car stays stable, but it's not the sort of stopping power that makes you wince. You can certainly carry some pace through faster sweeping corners, but you're never egged on by the chassis beneath you to push up to the limit of

grip. Steering and braking feel are both solid and predictable, yet hardly talkative. Then again, when the G-Class weighs this much and stands so tall, is it not impressive enough that it offers suitable speed and performance without any glaring drawbacks? Besides, any prospective buyers will know better than to expect Lotus-esque handling characteristics from a large SUV with a heritage rooted in the wilderness.

Mercedes would argue that the G-Class is best judged by its off-roading capabilities, and they'd be right. Boasting 9.5 inches of ground clearance, 30 degrees of approach and departure angle and the aforementioned locking differentials, the G is most at home whilst clawing its way up a hostile mountainside.

However, the reality is that most G63s will stay tarmac-bound, cruising through well-to-do urban environments, and that's an acceptable injustice. Ample practicality in the form of the spacious and well-equipped cabin, coupled with the weatherproof 4WD system make it a perfect daily utility vehicle. But the real selling point is that tangible G-Wagon charm. The iconic boxy silhouette. The guttural V8. Almost unrivalled road presence. It's difficult to resist.

**RECENTLY
SOLD**

LAMBORGHINI URUS S

ASTON MARTIN DBS V12
SUPERLEGGERA

PORSCHE 911 992 TURBO S

MITSUBISHI LANCER EVO X FQ-440 MR

MERCEDES-BENZ AMG GTC EDITION
50

**NEW INTO
STOCK**

BENTLEY BENTAYGA V8

MERCEDES-BENZ AMG G63

AUDI R8 V10 PERFORMANCE

MERCEDES-BENZ S CLASS MAYBACH
S650

LAMBORGHINI HURACAN LP610-4





2022 Lamborghini Huracan STO
£24,516 in factory fitted extras, Full PPF. Finished in Solin Nero Noctis and registering 3,348 miles. £294,000.



2022 Mercedes-Benz AMG G63
AMG Night Package, seat comfort package plus and G-Manufaktur. Iridium Silver and covering 13,212 miles. £160,000.



2021 Porsche 911 992 GT3
Full bucket seats, carbon roof and PCCB brakes. Finished in Agate Grey Metallic. 4,111 miles. £179,000.



2020 Bentley Continental GTC V8
Vast list of cost-options. Ice paint with cricket ball hide. 12,072 miles. £135,000.



2021 Lexus LC500
Sport+ pack, finished in F Sport White and covering 1,153 miles. £75,000.

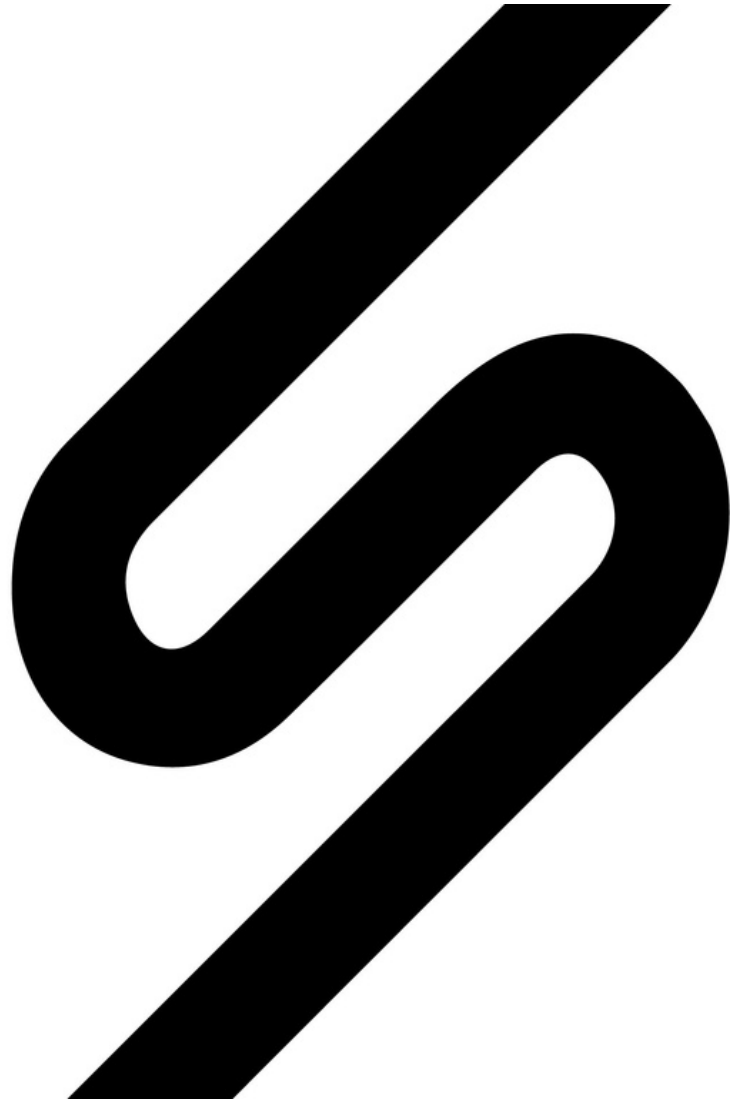


2007 Porsche 911 997 GT3 RS
PCCM, Sport Chrono Package. 23,988 miles. £140,000.

CURRENTLY AVAILABLE AT
OUR SHOWROOM



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