

# MCLAREN GT

# 42

*The McLaren with a different brief - judged on its purpose, priced below its engineering*

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**~3,000-4,000**

Registry-estimated build,  
2019-2024 - lower than McLaren  
anticipated, and stated as such

**620 PS**

M840TE, calibrated for  
refinement - the known engine,  
given a different mission

**€135-185K**

Current EU asking - the strongest  
depreciation in the range became  
its strongest value case

**~570 l**

Total luggage, hatch plus nose -  
the defining feature of the only  
purpose-built McLaren GT

## 01 EXECUTIVE SUMMARY

The GT is the McLaren this series has to judge differently - and the paper's governing rule says so openly: judge the GT for what it was designed to be, not for what it was never intended to become. Introduced in 2019 as the company's first purpose-built grand tourer, it combined the marque's lightweight engineering with long-distance comfort, real luggage capacity and everyday usability - a new segment for Woking, not a replacement for anything. Much of the press judged it as a softened supercar and found it wanting; much of the grand-touring establishment judged it as a hardened tourer and found it strange. Both applied the wrong brief - and the market priced the misunderstanding, which created today's opportunity for the informed buyer.

Because the ownership case is quietly excellent: the known M840T engine family in its gentlest duty, conventional adaptive dampers instead of hydraulics, a use profile of motorways rather than circuits, and running costs at the friendly end of the marque. The GT has experienced depreciation among the steepest within the McLaren range - demand stayed below expectations - and that historical value loss has already been absorbed by previous owners, which reduces today's downside meaningfully. This is an ownership proposition, not an investment - the paper says so plainly - and on its own brief it is one of the strongest value propositions in the modern GT market.

### Key Finding

A genuine one-off in the range. MonoCell II-T carbon chassis, M840TE at 620 PS/630 Nm calibrated for refinement, ~570 litres of total luggage across hatch and nose, discreet styling - the only McLaren designed around distance, at an estimated 3,000-4,000 cars from 2019 to 2024, replaced by the GTS.

The depreciation is the opportunity. €135,000-185,000 in current asking terms after some of the steepest value decline in the range - the engineering did not get cheaper, the misunderstanding did. Bought on its brief and its file, the GT is arguably the best value in the modern grand-touring market.

The gentlest McLaren ownership case in this series. Conventional suspension, gentle thermal life, modest brake wear, mature software - and a buyer discipline with one inversion: many GTs cover real annual mileage, so consistent servicing outweighs a low odometer. Miles are not the enemy; gaps in the file are.

## 02 THE MARQUE AND THE CAR

*Not a softened supercar and not a hardened tourer - a new brief, executed with the old philosophy.*

The GT arrived in 2019 into a segment McLaren had never entered: the true grand tourer, where today's comparators are the Aston Martin DB12, the Bentley Continental GT and the Ferrari Roma. The Porsche 911 Turbo fulfils a similar real-world role but follows an entirely different rear-engined philosophy, which is why it sits outside this comparison. It replaced nothing and borrowed selectively - the architecture is 720S-related, the mission is not - and it ran to 2024 at an estimated 3,000-4,000 cars, below McLaren's expectations, with the pandemic and the company's financial restructuring both leaving fingerprints on the production history.

The GTS of 2024 replaced it - 635 PS, revised calibration, visual updates, the same basic philosophy: an evolution, not an abandonment - and inherited its lessons, which is the point this paper wants on record: commercially the GT was not McLaren's breakthrough, but as an engineering exercise in packaging, comfort, refinement and customer expectations - down to details like the tailgate in glazed composite construction, a genuinely unusual solution on a mid-engined car - it taught Woking things no 720S ever could, and a measurable share of that learning carried straight into its successor. Cars that open segments rarely get the credit their successors bank.

#### MCLAREN CHARACTER

McLaren builds to a different brief than the marques this series has covered before: lightness first, function-led design, hydraulic steering feel and engineering purity over visual theatre. Each model in these papers is judged against that philosophy - and the GT is its most interesting test, because here the philosophy was pointed at a different mission. The result is unique in the segment: a grand tourer with a carbon tub and supercar reflexes - a driver's GT rather than a lounge on wheels, which is precisely what both camps of critics failed to want and exactly what its right buyer does.

### 03 ARCHITECTURE: THE KNOWN HARDWARE, RE-MISSIONED

*A carbon tub with a luggage shelf - the specification reads like a contradiction until you drive the brief.*

The chassis is the MonoCell II-T - T for Touring - the carbon architecture of this series adapted for the mission: the glazed rear hatch opens over a genuine luggage deck, and with the nose compartment the GT offers roughly 570 litres in total, a figure no other car in this series approaches. Power comes from the M840TE at 620 PS and 630 Nm - mechanically related to the 720S's engine (Paper 40), calibrated here for refinement, response and cruising manners rather than headline aggression - through the proven seven-speed SSG. The suspension is the GT's quiet ownership gift: conventional adaptive dampers rather than interlinked hydraulics, tuned with the steering and drivetrain for distance - which places the mechanical protocol on Paper 38's friendly baseline rather than the hydraulic doctrine of Papers 36, 37 and 40. Ride height, visibility, discreet styling and the electrochromic glass roof where fitted - one of the GT's signature options - complete a car built to be used - and the market data says its owners did exactly that.

**MCLAREN GT - SPECIFICATION**

|                        |                                                                                                                              |
|------------------------|------------------------------------------------------------------------------------------------------------------------------|
| <b>Production</b>      | 2019-2024; ~3,000-4,000 (registry estimate; below expectations - pandemic and restructuring era); replaced by the GTS (2024) |
| <b>Structure</b>       | MonoCell II-T carbon chassis - T for Touring; glazed rear hatch; ~570 litres total luggage (hatch + nose)                    |
| <b>Engine</b>          | M840TE 4.0-litre twin-turbo V8, 620 PS / 630 Nm - 720S-related, calibrated for refinement                                    |
| <b>Drivetrain</b>      | 7-speed SSG dual-clutch, rear-wheel drive                                                                                    |
| <b>Kerb weight</b>     | ~1,530 kg DIN - lightweight remains part of the GT story, tub and all                                                        |
| <b>Suspension</b>      | Conventional adaptive dampers - no hydraulics; tuned for long-distance comfort; Paper 38 protocol applies                    |
| <b>Market position</b> | Comparators today: Aston Martin DB12, Bentley Continental GT, Ferrari Roma - and nothing else with a carbon tub              |

## 04 WHY THE GT DIVIDES OPINION

*Two audiences, both disappointed for opposite reasons - and a third, smaller one, for whom the car is exactly right.*

The GT's market history is a study in mispositioning - not of the car, but of its readers. Traditional McLaren buyers wanted something more extreme and read the GT as a diluted 720S; established grand-touring buyers expected softer, plusher, more conventional luxury and read it as an austere supercar with a shelf. Both verdicts measured the car against briefs it never carried. The GT occupies a narrow but genuinely interesting middle ground: a lightweight, carbon-tubbed, mid-engined machine with the manners and capacity for real distance - a driver's GT, in a segment whose incumbents are luxury products first and driving machines second. That position explains the sales history, the press ambivalence and the depreciation curve in one stroke - too focused for the lounge buyers, too civilised for the track buyers, and priced accordingly ever since.

It also explains the opportunity, stated with this series' usual restraint about the future: as the segment's incumbents grow heavier and softer, the buyer who wants a genuine driver's GT - reflexes first, luxury sufficient - has exactly one carbon-tub choice at this money, and the small audience that understands the brief may well grow as that distinction sharpens. The GT does not need the whole market to change its mind; it needs the relatively small group of buyers who understand the brief to notice what it is.

## 05 THE SYSTEMS: THE GENTLE DUTY

*Paper 38's protocol underneath, Paper 40's engine watchfulness in its mildest form - and one inversion about mileage.*

The mechanical baseline is the friendliest in the series: the conventional-suspension protocol of Paper 38 - dampers, top mounts, bushes judged by age, alignment measured - with no accumulators anywhere on the car, and the M840T watchfulness of Paper 40 applied in its gentlest duty: turbo response, oil and coolant leaks, smoke on the drive, with motorway life producing far less thermal stress than the circuit histories of the LT papers. The gearbox is the proven SSG - cold shifts, engagement, adaptation values; failures remain uncommon. The series' standing laws apply unchanged: battery conditioning against false electronic ghosts, the stone-fed nose with PPF close to a maintenance item, door struts as age items, software campaigns verified against the factory record - early cars absorbed several updates - and interior trim rattles reported as cosmetic rather than mechanical. The GT-specific pass is the hatch, and the 570GT of Paper 38 taught this series how to run it: glass alignment, hinge operation, the powered soft-close function where equipped, seals under compression, luggage-shelf condition, the rear hatch drains specifically - blocked drains appear in owner reports - and any evidence of water ingress; the front compartment joins the pass with its weather seals checked, because many owners actually use it. The defining feature, inspected like one. Brakes close the list with good news: many GTs never see a circuit, wear is often modest - ceramics, where fitted, measured rather than assumed, at the usual €18,000-25,000 stakes.

#### MILES ARE NOT THE ENEMY

The GT inverts the low-mileage instinct this segment trades on. It was built to cover distance, and many did - higher annual mileages than any other McLaren - so the file outweighs the odometer more decisively here than anywhere in this series: a 60,000-kilometre GT with unbroken servicing beats a 15,000-kilometre example with deferred maintenance, every time. Miles with a matching file are evidence the car did its job; a gap in the file is the only number that should frighten you. Consistent servicing over low mileage - the purpose priced correctly.

## 06 MARKET AND MONEY

*Among the range's steepest depreciation, already absorbed - the engineering kept its value even when the price did not.*

Current European asking terms, mid-2026: €135,000-185,000, with recorded results below asking as always. The GT has experienced depreciation among the steepest within the McLaren range - demand stayed below expectations for the reasons Section 04 explained - and most of that historical value loss has now been absorbed by previous owners, which reduces downside risk for today's buyer materially. This paper's position is explicit: the GT should be purchased as an ownership proposition, not an investment - it is unlikely to become a major collector's car in the near future, its appeal lies in usability rather than rarity, and whatever long-term recognition comes will belong, as always in this series, to the documented, unmodified, well-used cars. Within the band, the premium follows the file first and specification second - and given the mileage inversion of Section 05, the honest high-mile car with the complete file is frequently the rational purchase over the garage-kept anomaly.

**RUNNING COSTS - EUROPEAN OWNERSHIP (TYPICAL BANDS)**

|                              |                                                                                            |
|------------------------------|--------------------------------------------------------------------------------------------|
| <b>Annual service</b>        | €2,000-3,000                                                                               |
| <b>Major service</b>         | €4,000-6,000                                                                               |
| <b>Tyres</b>                 | €2,000-3,000 per set - touring rubber, touring wear                                        |
| <b>Battery</b>               | €400-700; the conditioner law of the series applies unchanged                              |
| <b>Water pump</b>            | €1,500-3,000; already replaced = a positive                                                |
| <b>Carbon-ceramic brakes</b> | €18,000-25,000 where fitted - and often barely worn on these cars; measured, never assumed |
| <b>Wheel alignment</b>       | €300-600                                                                                   |
| <b>A/C condensers</b>        | Exposed and stone-fed - a relatively common maintenance item, inspected with the radiators |

Overall ownership generally runs below the 720S and far below the LTs - simpler suspension, gentler use; bands from specialist and owner-community data, mid-2026.

## 07 THE BUYING PROTOCOL

*The friendliest protocol in the series - which is no excuse to shorten it.*

Level One - at the viewing. The series pass in full: battery voltage first, a genuinely cold start, warning lights through the cycle, suspension operation and stance, gearbox through its range, infotainment and every electronic function live, cooling fans watched to temperature, tyre dates read, bodywork and the low nose read honestly - and the hatch pass: glass, hinges, seals, shelf, drains, any trace of water. The records, as always, read without hurry - and on this car, read for rhythm: consistent annual servicing across real mileage is the GT's signature of health.

Level Two - the specialist PPI. The McLaren diagnostic scan with stored codes interpreted; suspension inspection with alignment measured; gearbox adaptation values; cooling-system pressure test with radiators and condensers sighted; carbon chassis inspection - MonoCell II-T mounting points, crash structure, underbody; brake measurement, ceramics quantified where fitted; paint-depth measurement including PPF edges and beneath-film checks; ADAS and sensor calibration verified after any repair; the electrochromic roof function verified where fitted, because replacement costs are substantial; software campaign status against the factory record; and the option sheet checked against the car's configuration.

Level Three - walk away. Incomplete service history - on a car whose value case is the file across real mileage, the disqualifier of disqualifiers. Accident repairs affecting the MonoCell without authoritative documentation. Unresolved warning lights. Neglected software campaigns. Active coolant leaks. Poor-quality aftermarket tuning or exhaust modification - the GT attracts value shoppers, value shoppers attract cheap modification, and this car's buyers value originality. Evidence of deferred maintenance anywhere in the file. The standing rule closes the list: the buyer who cannot walk away has already overpaid.

THE PURPOSE RULE

Judge the GT for what it was designed to be - not for what it was never intended to become. Much of this car's market history is the price of that rule being ignored: reviewed as a soft 720S, cross-shopped as a hard Continental, it was neither and suffered for both. The buyer who applies the rule inherits the reward - a carbon-tub driver's GT at the price the misunderstanding set, owned on the gentlest arithmetic in the marque. Every car in this series deserves its own brief; the GT is the paper that proves why.

08 OWNERSHIP ECONOMICS AND SCENARIOS

*The McLaren you can actually budget like a car - and drive like one.*

The scenarios model a well-bought €155,000 GT driven 8,000-12,000 km per year - the highest use profile in this series, because that is what the car is for - maintained on schedule in the network or with a McLaren-literate independent. The growing specialist ecosystem serves the GT particularly well: conventional suspension, known engine family, mature software - measurably reducing long-term ownership risk on exactly the car most likely to accumulate the miles.

OWNERSHIP SCENARIOS - WELL-BOUGHT GT (PLANNING BANDS)

|           |                                                                                                                                                        |
|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------|
| Year 1    | €2,500-5,000: entry inspection, annual service, battery and conditioner, first-year sorting                                                            |
| Years 1-3 | €7,500-14,000 cumulative: services, one to two tyre sets on touring mileage, consumables                                                               |
| Years 1-5 | €14,000-26,000 cumulative: adds a major service, possible water pump and struts - the gentlest five-year arithmetic on a Super Series-derived platform |

[Flagged] Assumption-based planning bands from Section 06; high-mileage touring use shifts spend toward tyres and services, not failures.

OWNERSHIP VERDICT - THE RATINGS

|                      |                                                                                                                                                   |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|
| Reliability          | □□□□ Mechanically strong on mature engineering; issues are software- or maintenance-related rather than structural                                |
| Maintenance costs    | □□□□ Lower than the Super Series proper - simpler suspension, gentler use, touring rhythm                                                         |
| Parts availability   | □□□□ Good factory support and growing independent specialist coverage                                                                             |
| Investment potential | □□□□ Unlikely to become a major collector's car soon; appeal lies in usability - but the steep depreciation is behind it, which caps the downside |

## MARQUE BUYING SCORE - McLAREN GT

**Reliability** 8.5 / 10**Driving experience** 9 / 10**Ownership cost** 8 / 10**Parts availability** 8.5 / 10**Long-term  
collectability** 7 / 10**Investment potential** 6.5 / 10

Series furniture from Paper 42 onward, scored on a fixed rubric: an 8.5 in Reliability means the same across every marque and paper - the stars judge the ownership experience, the score benchmarks the car inside the library.

**METHODOLOGY AND A NOTE ON VALUES**

Built from public sources: McLaren model documentation (GT 2019-2024, MonoCell II-T, M840TE 620 PS/630 Nm, luggage capacity, GTS succession), specialist registry estimates for production (~3,000-4,000; below expectations, stated as estimates - no official figure), owner-community data and independent-specialist documentation for the fault map and cost bands, and current European asking data, mid-2026. Recorded results run below asking. Assumptions are marked [Flagged]. Nothing here is investment advice.

## 09 SYNTHESIS

*The most misunderstood McLaren is the easiest one to own - the market's error is the buyer's dividend.*

The GT will be remembered more kindly than it was received. As a commercial product it missed its numbers; as an engineering exercise it taught McLaren how to build comfort, packaging and refinement without surrendering the philosophy - lessons the GTS banked from its first day - and as a used purchase it now offers the rarest combination this series has documented: genuine McLaren engineering, the friendliest ownership arithmetic in the range, and a price set by a misunderstanding rather than by the hardware. Cars like this reward patience and punish fashion, which is precisely the temperament of the buyer they were built for.

The buyer's task is the series' stack on its easiest terrain, with one inversion and one rule. The inversion: prefer the honest miles with the complete file over the garage-kept anomaly - this car's health is proven by use, not storage. The rule is this paper's own, and it doubles as the purchase logic: judge the GT for what it was designed to be, buy the example that lived that design, and pay the modest price the market's confusion set. Then do what the badge intended and drive it a very long way.

**WHO SHOULD BUY THIS CAR**

Ideal buyer: the distance driver who wants supercar reflexes with real luggage and discretion; the McLaren enthusiast adding the usable car to a garage that already holds the mission cars; the value-literate buyer entering the marque through its most affordable carbon tub.

Less suitable: the collector shopping for scarcity - Papers 37, 39 and 41 serve that instinct; the track-day buyer, for whom the LTs exist; and anyone who needs the badge to impress the neighbours, because the GT's discretion is the feature, not the bug.

**BOTTOM LINE**

The only purpose-built McLaren GT: ~3,000-4,000 cars, €135-185K after some of the range's steepest depreciation, 620 PS of known engine on the friendliest protocol in this series, ~570 litres of luggage under a carbon roofline. An ownership proposition, honestly labelled - bought on its file across honest miles, judged on its own brief, and owned on arithmetic no other car in these papers can match. The misunderstanding was the market's; the dividend is yours.

**ONE-SENTENCE VERDICT**

*Judge the GT for what it was designed to be - not for what it was never intended to become.*

**SOURCES**

McLaren model documentation (GT 2019-2024; MonoCell II-T; M840TE 620 PS/630 Nm; refinement-focused calibration of suspension, steering and drivetrain; luggage capacity across hatch and nose; GTS succession 2024); specialist registry estimates for production (~3,000-4,000; below initial expectations amid the pandemic and McLaren's financial restructuring - no official figure exists); owner-community data and independent McLaren specialist documentation for the fault map and cost bands in Sections 05-08; current European asking data, mid-2026. Estimates are stated as estimates throughout.

Author. Uwe Riemeyer, Marque Intelligence (an IMP InterMediaPartners venture, est. 1976). This paper is research-led throughout, built on the disclosed perspective established in Paper 36. It is research and commentary, not investment advice; vehicle values fluctuate, and any purchase decision is the reader's own.