Media information
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McLAREN 675LT: POWER, A BEAUTIFUL THING

- 675LT re-establishes the McLaren 'Longtail' heritage, focusing on light weight, optimised aerodynamics, increased power, track-focused dynamics and driver engagement
- 0-100 km/h in 2.9 seconds; 0-200 km/h in 7.9 seconds
- 100kg weight saving makes the 675LT the lightest in its class, and gives a power-to-weight ratio of 549PS per tonne
- A third of parts changed compared to the 650S which it sits alongside in the McLaren Super Series
- Significantly enhanced M838TL engine in the 675LT features more than 50 percent new components
- Five unique 'By McLaren' hero specifications offered
- Global premiere at the Geneva Motor Show on 3 March 2015 on Hall 1 stand 1240, at 12.15 CET (11.15 GMT)

The McLaren 675LT will make its world debut at the 85th Geneva Motor Show, with a clear focus on performance, light weight and ultimate levels of driver engagement – all key attributes of a McLaren 'Longtail'. Offered as a Coupé only, the 675LT will be the most track-focused, yet road legal, model in the McLaren Super Series, with a power to weight ratio that eclipses established rivals. The sprint from 0-100 km/h (0-62 mph) takes just 2.9 seconds, with controlled torque delivery ensuring optimised traction off the line. Acceleration continues at relentless pace with the 200 km/h barrier broken in 7.9 seconds, on to a top speed of 330 km/h (205 mph).

The first images of the car demonstrate a more aggressive look for the McLaren brand than has been seen before. Styling cues run from the extended carbon fibre front splitter, through an extended door blade and additional cooling intake, to the circular twin titanium exhaust pipes, giving a hint to the performance available for the most powerful and lightest model in the McLaren Super Series. The active 'Longtail' Airbrake is 50 percent bigger than the one fitted to the 650S yet, due its carbon fibre structure, is actually lighter. This is just one of the enhancements that add up to a dry weight of just 1,230kg.

More than 50 percent of parts have been changed in the 3.8-litre V8 engine to deliver increased levels of power, torque and driveability. Upgrades include new, more efficient turbos, detail design changes to the cylinder heads and exhaust manifolds, new camshaft and lightweight connecting rods, and a faster-flowing fuel pump and delivery system. These changes are so significant, that the engine unit receives a new, unique code – M838TL. The low weight, low inertia power unit produces, as the name suggests, a power output of 675PS and a power-to-weight ratio of 549PS per tonne.

The 675LT is as fully track-focused as it is road legal with around a third of parts modified to suit this purpose compared with the 650S Coupé and Spider that continue in production alongside it. Yet, like its iconic predecessor, the McLaren F1 GTR 'Longtail', from which the LT name is derived, this is a car that is as exciting to look at as it is to drive. It also embodies the key attributes of the 'Longtail' ethos targeting light weight, optimised aerodynamics, increased power, track-focused dynamics and driver engagement.

THE KEY TO THE 'LONGTAIL' SUCCESS: LIGHT WEIGHT AND AERODYNAMIC

Despite the revised, longer bodywork, the 1997 McLaren F1 GTR 'Longtail' was over 100kg lighter than its hugely successful predecessors. As it was nearly 20 years ago, weight reduction has been a key focus throughout the development programme for the 675LT and, in a subtle nod to its bigger brother, the result is a saving of over 100kgs over the other models in the Super Series. This savings have been achieved through the extensive use of carbon fibre for the body panels, along with lightweight engine, chassis and body structure parts. In the pursuit of minimal weight, and to suit its purposeful intent, even air conditioning has been removed, but can specified as a no cost option.

Below a newly designed front bumper sits a prominent carbon fibre front splitter, which works the air harder, complementing new front wing end plates to increase downforce levels over the front bodywork. The turbulent air from the front wheel arches is 'cleaned' as it flows towards the rear bodywork by sculpted carbon fibre side sills which run the full length of the lower bodywork. A subtle air intake is incorporated ahead of the leading edge of the rear wheel arch, below a more pronounced side intake behind the door, both of which feed clean cool air into the side-mounted radiators.

The aero balance is optimised by the active 'Longtail' Airbrake which, as with the McLaren F1 GTR 'Longtail', is larger – 50 percent larger than on other Super Series models. The reprofiled design flows into the lines of the new carbon fibre rear wings. Two circular exhaust pipes, forged from titanium, exit centrally through exposed bodywork below the rear wing. Despite a more complex design, the bespoke crossover system is designed to optimise performance and reduce weight, saving 1.1kg. The rear deck and sections flanking the exhaust pipes remain exposed; designed to evacuate hot air from the engine bay as efficiently as possible, while a lightweight polycarbonate rear screen features further louvres. A louvred carbon fibre rear bumper reduces air pressure over the rear wheels, while the rear design is completed with a dramatic integrated carbon fibre diffuser.

FIVE UNIQUE 'BY McLAREN' 675LT THEMES

The 675LT is offered in five 'By McLaren' hero specifications, which includes four bespoke colours never previously offered: Silica White, Delta Red, Napier Green and Chicane Grey are all newly formulated paint hues for the 675LT. The famous heritage McLaren Orange completes the themes unique to the model. Each of the five 'By McLaren' specifications is complemented within the stripped out interior with carefully selected materials and colours.

The purposeful driver-focused cabin of the 675LT gives even further indication of track potential. A pair of ultra lightweight carbon fibre-shelled bucket seats, upholstered in Alcantara® as standard and modelled on those in the McLaren P1™, provide comfort and support with no compromise on overall weight. A subtle 675LT logo features on the headrest of each seat, and is also present on the rev counter. In a change to the other models in the Super Series, the air conditioning controls are now incorporated within the intuitive touchscreen infotainment system.

The McLaren 675LT will make its global debut at the 85th Geneva Motor Show at 12.15 CET (11.15 GMT) on Tuesday 3 March 2015.

McLAREN 675LT TECHNICAL STATISTICS

PERFORMANCE

0-100 km/h (0-62 mph)	2.9 seconds
0-200 km/h (0-124 mph)	7.9 seconds
Top speed	330 km/h (205 mph)
Power-to-weight	549PS per tonne

ENGINE & POWERTRAIN

Engine Configuration	V8 Twin Turbo / 3799cc
Power	675PS (666 bhp) @ 7,100 rpm
Torque	700Nm (516 lb ft) @ 5,500-6,500 rpm
Transmission	7 Speed SSG
CO_2	275g/km

DIMENSIONS & WEIGHT

Dry weight	1,230kg
Weight distribution	42.5 / 57.5
Length	4,546 mm
Width	2,095 mm
Height	1,188 mm

Ends

Media guests at Geneva Motor Show:

The McLaren 675LT will make its global debut on Stand 1240 at the Geneva Motor Show on Tuesday 3 March. Access to the stand will be restricted during press days. Please contact Wayne Bruce or Dave Eden if you will be attending.

Media interviews

Media interviews with key McLaren Automotive executives will be available during both press days. Please let us know ahead of the Show to arrange.

Notes to Editors:

A selection of high resolution images accompanying this release is available to download from the McLaren Automotive media site – **www.media.mclarenautomotive.com**.

About McLaren Automotive:

McLaren Automotive is a British manufacturer of luxury, high-performance sports cars, located at the McLaren Technology Centre (MTC) in Woking, Surrey.

Following the global launch of McLaren Automotive in 2010, the groundbreaking 12C was launched in 2011, the 12C Spider in 2012, and the limited-run McLaren P1™ went into production in 2013. In keeping with its plan to introduce a new model each year, the company unveiled the 650S, in coupe and Spider form in 2014, and has announced the

Sports Series among the models to be introduced in 2015. The brand continues to expand, and McLaren posted a profit during 2013 – only the third year of vehicle production. This was followed in 2014, by a third consecutive year of growth in sales with a record 1,648 vehicles delivered via a dedicated global network of retailers in every major automotive market.

McLaren Automotive Partners

To support the development, engineering and manufacture of its range of innovative and highly acclaimed sports cars, McLaren Automotive has partnered with world leading companies to provide specialist expertise and technology including, AkzoNobel, ExxonMobil, Pirelli and SAP.

Designed for the track; Developed for the road

The connection between Formula 1 and road cars at McLaren is a natural process of experience, knowledge, principles and process transfer. Through the integration of 50 years of Formula 1™ racing expertise and knowledge, and over 20 years of heritage in producing landmark sports cars, McLaren Automotive designs, develops and builds a range of technologically advanced and groundbreaking high performance sports cars which are designed to be a no compromise drive on both road and track.

McLaren has pioneered the use of carbon fibre in vehicle production over the past 30 years, and since introducing a carbon chassis into racing and road cars with the 1981 McLaren MP4/1 and 1993 McLaren F1 respectively, McLaren has not built a car without a carbon fibre chassis.

Visit **cars.mclaren.com** for more details.

Further information

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