

NEW McLAREN SUPER SERIES BLENDS BEAUTY AND TECHNOLOGY TO DOUBLE AERODYNAMIC EFFICIENCY

- Design and aero technology working in harmony deliver stunning sculptural form with optimal aerodynamic efficiency
- Active rear wing, with airbrake functionality to optimise balance when braking from high speed
- New, second-generation Super Series has double the aerodynamic efficiency of the McLaren 650S

A sculpted, technical yet beautiful body shape and advanced aerodynamic technologies combine to provide the foundation for the enhanced aerodynamic performance of the second-generation McLaren Super Series.

The new McLaren supercar, which will be unveiled on March 7 at the 87th Geneva International Motor Show, is twice as aerodynamically efficient as the McLaren 650S, with increased downforce and improved cooling among the engineering imperatives for the new generation.

“The second-generation McLaren Super Series will be as aerodynamically impressive as it is visually beautiful,” commented Mark Vinnels, Executive Director - Product Development, McLaren Automotive. “A range of advanced aerodynamic technologies contributes to maximum generated downforce over 50% greater than that of the McLaren 650S and ensures truly outstanding levels of grip and stability. We have also markedly improved cooling efficiency, with a 15% gain overall and a particular focus on airflow to the engine’s high temperature radiators through a unique new design of dihedral door.”

An active wing that extends over the full rear width of the second-generation McLaren Super Series moves upwards and increases in angle to optimise aerodynamic efficiency and also deploys to its most extreme angle as an airbrake in less than half a second, optimising balance when braking from speed.

The new dihedral door design of the second-generation Super Series showcases McLaren’s innovation and engineering expertise. Two separate air ducts are integrated

within the door structure; one forces air from the top of the door down into the High Temperature Radiators that cool the engine, while the other draws air out of the front wheel arch to create increased downforce. This further enhances the diffuser technology first seen in the McLaren P1™.

Full details of the second-generation Super Series will be confirmed in March, when further images and pricing will also be available.

Ends

Notes to Editors:

A high-resolution image to accompany this release is available to download from the McLaren Automotive media site: cars.mclaren.press.

About McLaren Automotive:

McLaren Automotive is a British manufacturer of luxury, high-performance sports and super cars, located at the McLaren Technology Centre (MTC) in Woking, Surrey. For the past 30 years, McLaren has pioneered the use of carbon fibre in vehicle production 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.

Following the global launch of McLaren Automotive in 2010, the groundbreaking 12C was revealed 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 Coupé and Spider form in 2014, while 2015 proved to be a year of unprecedented growth of the product portfolio with five new models launched across the full range. The strictly limited edition 675LT Coupé premiered at the Geneva Motor Show alongside the track-only McLaren P1™ GTR which, with 1,000PS, became the most powerful model ever produced by the brand. The much-anticipated Sports Series became the third – and final – model tier in the McLaren range with the 570S Coupé and 540C Coupé debuting in New York and Shanghai respectively, less than one month apart. The end of 2015 saw the launch of the fifth model, the 675LT Spider, which was as a direct response to customer demand. The year also saw the end of production for the first model in the Ultimate Series as the 375th McLaren P1™ was completed, closing what had become a defining year for the British brand. 2016 continued where 2015 had left off with the introduction of the 570GT - a second bodystyle for the Sports Series and the most luxurious car McLaren has ever built, as well as the 570S GT4 and 570S Sprint track variants. 2016 also marked the introduction of the company's new business plan, Track22, which sees the company investing £1B in Research and Development to deliver 15 all new cars or derivatives by the end of 2022, of which at least 50% will feature hybrid technology. The uplift in sales in 2016 also saw the launch of the second shift at the McLaren Production Centre as well as the company's third year of profitability in just six years of trading.

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, Pirelli and SAP.

Visit cars.mclaren.com for more details.

Further information:

Wayne Bruce

Global Communications & PR Director | McLaren Automotive Limited

Phone: +44 (0) 1483 261500

Mobile: +44 (0) 7768 132429

Email: wayne.bruce@mclaren.com

Duncan Forrester

Global Corporate Communications & PR Manager | McLaren Automotive Limited



Phone: +44 (0) 1483 261500

Mobile: +44 (0) 7468 769419

Email: duncan.forrester@mclaren.com

Twitter: www.twitter.com/DuncanForrester

Paul Chadderton

Global Product Communications & PR Manager | McLaren Automotive Limited

Phone: +44 (0) 1483 261500

Mobile: +44 (0) 7990 776749

Email: paul.chadderton@mclaren.com

Adam Gron

Senior Press Officer - UK | McLaren Automotive Limited

Phone: +44 (0) 1483 261500

Mobile: +44 (0) 7827 081 770

Email: adam.gron@mclaren.com

Twitter: www.twitter.com/Adam_Gron

Media website: cars.mclaren.press

Facebook: www.facebook.com/mclarenautomotive

Twitter: www.twitter.com/McLarenAuto

You Tube: www.youtube.com/mclarenautomotivetv