

NEW McLAREN SUPERCAR WILL ENGAGE DRIVERS WITH AN UNRIVALLED DISPLAY OF TECHNOLOGY AND LUXURY

- New McLaren Driver Interface typifies the design engineering ingenuity that underpins every aspect of the new, second-generation McLaren Super Series
- Revolutionary Folding Driver Display combines with all-new Central Infotainment Screen to provide peerless levels of information delivery and driver interaction.
- See the Folding Driver Display in action here: <https://youtu.be/PUHm-rzsbsl>

The second-generation McLaren Super Series, which will be revealed next week at the 87th Geneva International Motor Show, will feature an all-new driver interface that incorporates a revolutionary approach to information display and delivers unrivalled levels of driver engagement.

The McLaren Driver Interface will be complemented in the second-generation Super Series by switches machined from aluminium and the finest leather upholstery and trim, confirming the blend of hand-crafted luxury and innovative technology inherent in a McLaren. In combination with a light, airy cabin that offers unparalleled visibility and space, this level of sophistication will provide a driver environment that is set to rapidly become recognised as the most welcoming and engaging in the supercar sector.

“The new McLaren Driver Interface is a matchless example of advanced driver engagement built around two separate high-definition screens; a Folding Driver Display and a Central Infotainment Touchscreen,” explained Mark Vinnels, Executive Director – Product Development at McLaren Automotive. “The Folding Driver Display is revolutionary in offering both a choice of information shown and physical position, seamlessly complementing driver preferences while at the same time furnishing a glorious piece of engineering theatre.”

In Full Display Mode, the default on vehicle unlocking as part of the ‘welcome’ sequence, the Folding Driver Display provides a comprehensive range of information on an upright TFT screen, the display format changing according to a driver’s choice of Comfort, Sport, or Track driving modes. Slim Display Mode, either selected manually at the touch of a button or automatically deployed when linked to active dynamics functionality, sees the driver display slide down to show only essential information in a

strip. This is the ideal condition for drivers wanting the minimum of distraction, either when on a track or for those who prefer simplicity of visual information.

The 8-inch Central Infotainment Screen comprises the other element of McLaren's advanced new integrated approach to sharing information. The driver's portal to the all-new infotainment system of the second-generation McLaren Super Series, the screen will run multiple applications simultaneously on a vertical touchscreen carousel providing control of audio, media, navigation and other convenience features, as well as having several quick-access keys.

Comprehensive information about the second-generation Super Series will be confirmed on March 7 and a portfolio of additional images will be issued.

Ends

Notes to Editors:

The McLaren Automotive Press Conference at the 87th Geneva International Motor Show, during which the second-generation McLaren Super Series will be unveiled, is scheduled to commence at 1415CET/1315GMT on Tuesday March 7

A selection of high resolution images accompanying 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.

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Visit cars.mclaren.com for more details.

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