MEDIA

Media Information

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New facts, figures and a shade of grey revealed for McLaren Senna ahead of Geneva International Motor Show

- McLaren Senna will make its public debut on March 6, 2018 at the 88th Geneva International Motor Show
- Body design, active aero front and rear and rear wing key to generating 1,763.7lbs of downforce at 155mph
- Acceleration from 0-124mph in 6.8 seconds; 0-62mph in 2.8 seconds; maximum speed of 211mph
- Carbon fiber Monocage III chassis and carbon fiber body panels integral to the McLaren Senna being the lightest road car McLaren has built since the iconic F1, at 2,641lbs* giving a power-to-weight ratio of 659bhp per ton
- Production limited to 500 units, all hand-assembled at the McLaren Production Centre in Woking, Surrey, England in a 300-hour process – and all already allocated

"You commit yourself to such a level where there is no compromise. You give everything you have; everything, absolutely everything."
Ayrton Senna, three-times Formula 1 World Champion in a McLaren

Eagerly awaited technical information and new images of the McLaren Senna are today released ahead of the car's public debut on Tuesday, March 6 at the 88th Geneva International Motor Show.

True to the legendary abilities of the racing driver whose name it bears, the McLaren Senna has been designed, engineered and developed to be the ultimate road-legal McLaren track car. With 789bhp and 590b ft from its 4.0-litre, twin-turbocharged V8 – McLaren' s most powerful-ever internal combustion engine in a road car – and the ability to generate a staggering 1,763.7lbs of downforce, the 2,641lbs* McLaren Senna delivers the purest possible connection between driver and car.

Performance is breathtaking. The McLaren Senna can cover 0–62mph in 2.8 seconds; 0-124 mph is achieved in just 6.8 seconds and a standing quarter-mile (402m) in only 9.9 seconds. Impressive though the straight-line acceleration and maximum speed of 211 mph are, the true depth of the performance credentials of the new Ultimate Series McLaren will be revealed when it calls on downforce of up to 1,763.7lbs on a circuit, against the stop-watch.

"The McLaren Senna is a car like no other: the personification of McLaren's motorsport DNA, legalized for road use but designed and developed from the outset to excel on a circuit. Every element of this new Ultimate Series McLaren has an uncompromised performance focus, honed to ensure the purest possible connection between driver and machine and deliver the ultimate track driving experience in the way that only a McLaren can."
Mike Flewitt, Chief Executive Officer, McLaren Automotive

The McLaren Senna combines low vehicle weight, extreme power, aerodynamic excellence and a revolutionary, active suspension system to deliver the most responsive and engaging road car experience to date from the British luxury sportscar and supercar maker.

The McLaren Senna is priced at $958,966 (U.S).** Just 500 will be built, each hand-assembled in a 300-hour process at the McLaren Production Centre in Woking, Surrey, England. All are assigned to buyers; the one remaining build allocation having been auctioned in December 2017 at a private event for McLaren customers. The winning bid was £2 million, with the proceeds going to the Ayrton Senna Institute, a non-profit organization dedicated to providing education for nearly two million unprivileged children and youngsters in Brazil.

Aerodynamic design

The visual impact of the car is the equal of its savage performance. Organic shapes have given way to an aggressive design language that is ruthless in bending and guiding airflow to meet aerodynamic requirements and the strongest expression yet of McLaren's 'form follows function' philosophy. Proportionally, it is unmistakably a McLaren, but you cannot follow a single body line from front to rear without it passing through a functional intake or vent.

"The design language of the McLaren Senna is extremely aggressive and different from any previous McLaren – because no other road-legal McLaren has had to fulfil such an uncompromising brief,"

explained Rob Melville, Design Director, McLaren Automotive." *When you see the car for the first time, you know instantly how single-minded and focused it is; to meet the performance targets we have had to go to an entirely different level from even the McLaren P1™."*

Precise control of airflow begins the moment it hits the nose of the car, the air meeting four surfaces – front splitter; active aero blades: secondary fixed aero blades and slot-gaps located between the headlights and daytime running lights – and being turned by each element in sequence. The design of the rear of the car was born entirely from aerodynamic and cooling requirements, prominent 'gurney flaps' ahead of a succession of stepped louvres directing air away from the rear deck and down the sides of the body. The resulting area of low pressure draws hot air out from the high-temperature radiators and engine bay, the louvres ensuring that airflow does not impact rear wing efficiency. Unique slash-cut exhausts make a similar airflow contribution, their positioning and angle negating anydisturbance to the wing or rear diffuser.

The exhaust pipes exit through the lowest rear deck (measured at the trailing edge) of any McLaren road car, a full 7.09in lower than the McLaren Super Series. In contrast to the ultra-low rear deck, the hydraulically-operated, double-element carbon fiber rear wing – a major contributor to the downforce generated – is noticeably high and constantly adjusts to optimize downforce and maintain ideal aerodynamic balance. The wing weighs just 10.75lbs, yet can support more than 100 times its own weight in downforce.

The double diffuser at the rear is equally prominent; crafted from a single piece of carbon fiber, it starts under the rear axle and as it increases in height accelerates air out from under the vehicle. This creates a low-pressure zone and 'sucks' the McLaren Senna to the ground.

Carbon fiber construction

McLaren pioneered carbon fiber technology in Formula 1 and the Monocage III carbon structure at the center of the McLaren Senna can trace its lineage back to 1981 and the McLaren MP4/1, the first carbon Formula 1™ racing car. Monocage III is the strongest carbon fiber monocoque ever created by McLaren for a road car and features an innovative double-walled rear assembly that provides an in-built protective roll cage. Monocage III is optimized to create the lightest structure possible and is one of the reasons why, at 2,641lbs*, the McLaren Senna is the lightest road car McLaren has built since the F1.

The benefits of carbon fiber are felt throughout the McLaren Senna. The body panels, which have the immense structural rigidity needed to support the aerodynamic forces they are subjected to at high speeds on a race track, are incredibly strong and lightweight. In total, the carbon fiber body panels of the McLaren Senna weigh less than 132.28lbs.

Carbon fiber and Alcantara® are used extensively throughout the interior, reflecting the stripped-back, functional nature of the McLaren Senna. The dashboard, doors and visible elements of the Monocage III are all in exposed carbon fiber. Alcantara® (or leather if preferred) covers the side airbags and the lack of further interior trim saves weight and reveals the construction of the dihedral doors. Even the door gas struts, which can be color-matched to the brake calipers and front active aero blades, are exposed to save vital grams.

The inherent strength of Monocage III allows for remarkably slim roof pillars that ensure excellent views through the deep, wide windscreen and across the front fenders. This makes it easier to perfectly place the McLaren Senna through corners, as well as improving visibility in general. Opting for glazed upper and lower door sections in place of the standard carbon fiber panels allows even more light to flood into the cockpit.

Cockpit environment

The driver's seat moves on rails and the foot pedals are fixed – the optimum solution to reduce component complexity and weight. The module to select Drive, Neutral and Reverse is fixed to the driver's seat and moves with it, ensuring the controls are always close at hand. Door release mechanisms and window switches have been moved to the center of the vehicle in a roof-mounted panel.

The three-spoke steering wheel, trimmed in Alcantara® or leather, is free of buttons and switches to allow a pure focus on the sensory feedback it delivers. The grip offered with and without gloves has been optimized for track driving, as has the design of the wheel itself. Tactile, extended gear shift paddles in satin-finish visual carbon fiber, linked with a rocker switch, are fixed behind the steering wheel.

The driver receives information from the McLaren Folding Driver Display and the central infotainment screen. In Full Display Mode, the folding driver display presents information on an upright TFT screen,

with three different layouts depending on whether the McLaren Senna is being driven in Comfort, Sport, Track or Race modes. Linked to the Active Dynamics Panel settings or independently controlled if preferred, the display screen slides down into Slim Display Mode to show only crucial information such as speed, engine rpm and selected gear. This position is designed for circuit driving, where it further improves forward visibility of the track, but will also appeal to those who prefer a simpler display while driving on road.

The 'floating' central infotainment screen is presented in portrait to increase interior space. It is also angled out and up towards the driver to be easily visible within line of sight even when a helmet is being worn. The edge-to-edge glass screen integrates the Active Dynamics Panel and an 8-inch display that presents vehicle functions to the driver: audio, media, navigation and other features are all controlled using this TFT screen.

A range of luxury and convenience features are available upon request, including high-grade leathers and a wider 'Touring' specification of the Super-Lightweight carbon fiber seat. Parking sensors and a rear-view camera are no-cost options. Additionally, McLaren has collaborated with Bowers & Wilkins to create an audio system specifically designed for the McLaren Senna, the optional, ultra-lightweight 7-speaker audio system weighing just 16.14lbs.

M840TR engine and transmission

The twin-turbocharged V8 engine, which is coded M840TR, features a flat-plane crankshaft, race-inspired dry sump lubrication and lightweight connecting rods and pistons that reduce mass in the powertrain. Ultra-low inertia twin-scroll turbochargers and electronically-controlled wastegates give an immediate sense of retardation, enhancing engine responsiveness. Lightweight camshafts and pistons unique to the McLaren Senna and externally repositioned dump valves are among other Senna-specific components. Additionally, ion sensing with individual sensors per cylinder enables higher pressures and temperatures than on other McLaren engines.

Extensive dyno work has perfected control strategies that deliver the power and torque the McLaren Senna demands. The engine produces 516lb ft from just 3,000rpm, with peak torque of 590lb ft available from 5,500-6,700rpm. 789bhp peak power comes at 7,250rpm.

The unique Inconel and titanium exhaust is another key element of the high-performance powertrain. Tightly packaged and engineered to reduce weight, the exhaust uses either a twin-exit

or triple-exit active system depending on market requirements. The sound from the exhaust is loud and sharp, singing like a motorcycle race engine in its ferocity and quite different to other McLarens. The intense crescendo encourages the driver to use high rpms, the volume increasing with 10dB for every 2,000rpm, climbing right through to the engine's rev limit.

A dual-clutch, seamless-shift, seven-speed gearbox delivers power to the rear wheels. The default transmission mode is fully automatic, but a McLaren Senna driver can select full manual control of gear shifts via the Active Dynamics Panel located within the centrally-mounted screen and change gear using elongated, carbon fiber paddles mounted on a rocker behind the steering wheel. The paddles are optimized to be used both with or without racing gloves.

RaceActive Chassis Control II suspension; tires and brakes

McLaren Automotive has pioneered the use of adjustable suspension technology since the inception of the MP4 12C, with its ground-breaking ProActive Chassis Control system. The new, track-focused suspension that makes its debut in the McLaren Senna is the most advanced system ever in a McLaren road car. Called RaceActive Chassis Control II (RCC II), it features double wishbones front and rear, with adaptive dampers interconnected hydraulically, both left to right and front to back. Data from sensors – including four wheel accelerometers, two pressure sensors per damper and multiple body sensors – is analyzed and reacted to in a mere 2 milliseconds to ensure perfect damping response. The continuously variable system advances the control strategy introduced on the McLaren 720S to incorporate Race mode, which introduces significantly stiffer suspension, a lower ride height and a lower center of gravity.

"The McLaren Senna delivers real performance – accessible and attainable because of an intuitive connection, while at the same time rewarding, exciting and challenging to the very best drivers in the world," comments Andy Palmer, Vehicle Line Director - Ultimate Series, McLaren Automotive. *"The sensory experience of driving the car is also vitally important: through what a driver feels, hears and sees, we want every moment behind the wheel of a McLaren Senna to deliver the emotional intensity of a convertible and the pure connection of a race car."*

The top speed of the McLaren Senna is not limited in Race mode, but above 155mph the aero blades and rear wing are actively trimmed to preserve peak downforce levels, which would otherwise continue to increase with speed and impart excessive load on the suspension and tires. A driver can

adjust handling parameters using the Active Dynamics Panel to access Comfort, Sport and Track modes; Race mode is selected via a button in the roof-mounted panel.

Due to its extreme performance, the McLaren Senna features bespoke tires developed in conjunction with McLaren technical partner, Pirelli. The Pirelli P ZERO™ Trofeo R tires (245/35 ZR19 at the front and 315/30 ZR20 at the rear) are designed for dry race tracks but are also approved for road use. The asymmetrical tread pattern provides outstanding lateral grip and the special construction maintains cornering stiffness. Specific development work was undertaken on the compound to shorten braking distances, improve longitudinal performance, create a consistent reaction between the front and rear axles and heighten on-center steering response.

The braking system is the most advanced ever fitted to a McLaren road car. Each CCM-R carbon ceramic brake disc brakes seven months to create and has cooling vanes machined into the disc, rather than molded. The Formula1 -inspired front calipers are a super-stiff monobloc design to maintain pedal feel and feature six ventilated pistons to reduce temperatures.

Tailored for individual choice

Five 'By McLaren' specifications have been created by McLaren designers as those that best showcase the McLaren Senna. Stealth Cosmos black, Trophy Kyanos blue, Trophy Mira orange, Vision Pure white and Vision Victory grey exterior paint is complemented in each specification by front aero blades, front fender inners, brake calipers, door gas struts and seat perforation in a contrasting color. A further 18 exterior paint colors can be specified at no additional cost, with 16 more paint options available from the MSO Defined palette offered by McLaren Special Operations. Beyond this, a virtually limitless spectrum of colors can be created through the MSO Bespoke service.

In addition to selecting the exterior color theme for their new McLaren Senna, customers can explore the different By McLaren Designer interior alternatives that complement the Jet-Black leather or Carbon Black Alcantara® and visual carbon fiber cockpit materials. Color-coded aero blades and fender inners; an exhaust heatshield in Gloss Black, Satin Raw Metal or Dark Stealth finish; a carbon fiber or Alcantara® steering wheel and three finishes to the Ultra-Lightweight 9-Spoke forged alloy wheels are among the specification choices available at no additional cost.

Further information about the ultimate road-legal, track McLaren can be found at: http://cars.mclaren.com/ultimate-series/mclaren-senna.

"The McLaren Senna honors my uncle because it is so utterly focused upon the driver, and their absolute connection with the vehicle. This engagement, these sensory cues that the driver responds to and relies upon, the whole immersive experience, has been at the heart of the development from the very start."
Bruno Senna, racing driver, nephew of Ayrton Senna and McLaren ambassador

**Lightest dry weight*

*** U.S. base MSRP does not include federal/state/local taxes, license, titling, registration or transportation fees.*

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Notes to Editors:
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 creator of luxury, high-performance sportscars and supercars.

The company, launched in 2010, is now the largest part of the McLaren Group.

Every vehicle is hand-assembled at the McLaren Production Centre (MPC) in Woking, Surrey, England.

The company has three defined product families: Sports Series, Super Series and Ultimate Series which are retailed through over 80 retailers in 30 markets around the world.

McLaren is a pioneer that continuously pushes the boundaries. In 1981, it introduced lightweight and strong carbon fibre chassis into Formula 1 with the McLaren MP4/1. Then in 1993 it designed and built the McLaren F1 road car - the company has not built a car without a carbon fibre chassis since. As part of the Ultimate Series, McLaren was the first to deliver a hybrid hypercar, the McLaren P1™.

Announced in 2016, the company's Track22 business plan will see the company invest £1billion in research and development to deliver 15 new cars or derivatives by the end of 2022, of which at least half will be hybrids.

2017 saw the company launch further models in line with Track22 including the second-generation Super Series, the 570S Spider and the McLaren Senna.

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To support the development, engineering and manufacture of its range of innovative sportscars and supercars, McLaren Automotive partners with world leading companies to provide specialist expertise and technology. These include AkzoNobel, Kenwood, Pirelli and Richard Mille.

McLaren Group:
The McLaren Group is a global leader in luxury high performance and technology and comprises three principal businesses: Automotive, Racing and Applied Technologies.

Further information:

Roger Ormisher
Vice President, Communications & PR | McLaren North America
Phone: +1 714 501 8137
Email: roger.ormisher@mclaren.com

Laura Conrad
Public Relations | McLaren North America
Phone: +1 765 517 2186
Email: laura.conrad@mclaren.com

Media website: cars.mclaren.press
Facebook: www.facebook.com/mclarenautomotive
Twitter: www.twitter.com/McLarenAuto
You Tube: www.youtube.com/mclarenautomotivetv

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