

McLAREN SPECIAL OPERATIONS CREATES LIMITED EDITION MSO CARBON SERIES LT

- Following excited customer reaction to the visual carbon fibre bodied McLaren P1™, MSO applies same treatment to 675LT Spider
- Further 40 percent of body panels created in carbon fibre, all with a unique gloss finish
- Strictly limited to 25 units for global sale, all pre-sold

McLaren Special Operations, the bespoke division of McLaren Automotive, has announced the creation of the MSO Carbon Series LT. Strictly limited to 25 units globally – all already sold – and based on the 675LT Spider, the Carbon Series LT has been produced in response to requests from McLaren customers captivated by the visual carbon fibre bodied McLaren P1™ displayed recently at the International Geneva Motor Show.

Staying true to the 'Longtail' ethos, established by the McLaren F1 in the late 1990s, the MSO Carbon Series LT has been developed with a focus on light weight and optimised aerodynamic performance. Applying gloss carbon fibre to the entire body of the car further extends its appeal to bring a brutal beauty to the existing 675LT Spider body, showcasing the skills of the McLaren bespoke division.

As with the 675LT Spider, the front bumper with larger splitter and end plates, front under body, side skirts, side intakes, lower side intakes, rear bodyside lower, rear fenders, rear deck, rear bumper, diffuser and 'Longtail' Airbrake are all carbon fibre but with a gloss finish revealing the inherent weave of the material. In addition, the MSO Carbon Series LT is fitted with a gloss finished carbon fibre electrically retractable roof and tonneau, A-pillars, bonnet and rear deck, side blades, complete front and rear wings, and even fuel filler flap. The McLaren Track Telemetry pack, which includes three track cameras, is fitted as standard equipment. The front wings also feature GT3-inspired functional louvres.

In total, the MSO Carbon Series LT features around 40 percent additional carbon fibre parts over the standard car, requiring significant additional development work by the team of MSO craftsmen. It is therefore not possible to retro-fit the gloss carbon fibre



body to an already ordered 675LT Spider and the 25 units supplement the previously announced 500 editions of the standard car that sold out in weeks after the car's debut on December 4, 2015.

The MSO Carbon Series LT is only the third model to wear the LT badge. The first, the 675LT Coupé, arrived last year resurrecting the 'Longtail' name after nearly 20 years. The 675LT Coupé focused on light weight, enhanced aerodynamics, increased power and track-focused dynamics, and this limited-run model quickly sold out before the first deliveries commenced. Sharing these key characteristics, McLaren Automotive added the most focused, fastest and exhilarating open top model to ever wear a McLaren badge with the 675LT Spider, further strengthening the 'LT' brand.

Under the gloss carbon fibre skin of the MSO Carbon Series LT sits the heavily-revised 3.8-litre twin turbo V8 powertrain from its Coupé sibling, ensuring performance figures are worthy of the LT badge. The power output and torque figures remain unchanged, with 675PS (666bhp) delivered at 7,100rpm and 700Nm (516lb ft) available between 5,000-6,500rpm. The changes to the powertrain saw more than 50 percent of the components replaced to ensure optimised levels of power, torque and drivability. These 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.

Acceleration from 0-100 km/h (0-62 mph) takes just 2.9 seconds, and 200 km/h (124 mph) is achieved in 8.1 seconds – giving away only 0.2 seconds to the more aerodynamically optimised and lighter Coupé. Controlled torque delivery in first gear manages torque to 600Nm (443lb ft) to ensure maximum acceleration, and minimising wheel slip. Top speed is 326 km/h (203 mph).

Production of the MSO Carbon Series LT begins this autumn with first deliveries expected before the end of 2016.

Ends

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 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 1,649 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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