

Media information

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New McLaren GT: superlight Grand Touring, the McLaren way

- McLaren redefines the rules of Grand Touring with a unique new car for a new McLaren audience
- New McLaren GT delivers classic Grand Tourer attributes of competition levels of performance and continent-crossing capability, yet is lighter, faster, more engaging and more usable
- The first true McLaren Grand Tourer in the McLaren product family, alongside existing Sports, Super and Ultimate Series
- Shares McLaren Speedtail DNA, with beautiful lightweight body and innovative, luxurious, high quality materials throughout
- Outstanding ride comfort and segment-leading cabin refinement
- Total stowage capacity of 570 litres with rear luggage bay accessed via front-hinged, full-length glazed rear tailgate, available electrically powered; room for bags as well as golf clubs or skis
- New infotainment system is McLaren's most sophisticated to date; features industry-standard HERE® navigation mapping and real-time traffic information
- New Proactive Damping Control suspension system provides remarkable levels of comfort; combines with hydraulic steering system to deliver renowned McLaren driving dynamics
- Braking and steering at lower speeds optimised for everyday ease of use; ride height and ground clearances engineered for urban usability
- Carbon fibre structure and aluminium body panels underpin 405PS-per-tonne power-to-weight ratio; new 620PS 4.0-litre twin-turbocharged McLaren V8 with 630Nm and broad, flat torque curve to ensure seamless, relentless acceleration
- True supercar performance for the Grand Touring segment: 0-200km/h (124mph) in 9.0 seconds and a top speed of 326km/h (203mph)
- The fourth new model introduced in the McLaren Track25 business plan announced last year
- Order now for delivery towards the end of 2019; priced from £163,000 (UK)

McLaren Automotive today reveals its unique interpretation of a modern Grand Tourer: the new McLaren GT. Sleek, elegant and muscular, the superlight new GT challenges the conventions of the Grand Tourer category with a compelling blend of beautiful design, high-quality innovative materials, true supercar performance and McLaren driving dynamics and engagement.

“The new McLaren GT combines competition levels of performance with continent-crossing capability, wrapped in a beautiful body and true to McLaren’s ethos of designing superlight cars with a clear weight advantage over rivals. Designed for distance, it provides the comfort and space expected of a Grand Tourer, but with a level of agility never experienced before in this segment. In short, this is a car that redefines the notion of a Grand Tourer in a way that only a McLaren could.”

Mike Flewitt, Chief Executive Officer, McLaren Automotive

Positioned alongside the established Sports, Super and Ultimate Series families, this is a new McLaren for a new audience and provides an alternative to existing products in an expanding market segment. In re-imagining the spirit of traditional Grand Touring – long-distance driving in comfort, at higher speeds and with room for luggage – McLaren has also redefined the modern GT ownership experience with a car that is lighter, faster and more engaging than existing products in the segment, with greater space, comfort and usability.

Like all McLarens, the new GT has a carbon fibre structure that possesses exceptional strength and rigidity while enabling unparalleled driving dynamics and lightest-in-class kerbweight. At 1,530kg (DIN), the McLaren GT is more than 130kg lighter than its closest core competitor and literally hundreds of kilogrammes less than other cars in the segment. With 620PS from its 4.0-litre, twin-turbocharged V8 engine, the power-to-weight ratio of the superlight new McLaren GT is a remarkable 405PS-per-tonne.

The bespoke MonoCell II-T monocoque – the T denoting ‘Touring’ – incorporates a carbon fibre rear upper structure that adds minimal weight but allows the creation of a 420-litre luggage area below the front-hinged, full-length glazed tailgate. The tailgate has a soft-close function as standard and can be optioned as electrically powered.

The low height of the engine and positioning of the exhaust system has allowed the volume, shape and usability of the luggage bay to be optimised. A golf bag or two pairs of 185cm skis and boots as well as luggage can be carried with ease, while a further 150 litres of storage at the front means the new McLaren GT can accommodate a total of 570 litres.

The strength of the carbon fibre core structure means that glazed C-pillars and rear-quarter windows can be incorporated into the design, enhancing rearward vision and bringing still more light into an inherently spacious and uncluttered cabin. Dihedral doors swing upwards to expose a wide opening and low sill.

The interior is a cossetting space designed to delight on longer journeys, but with all the essentials for focused, high performance driving; the seating position, location of controls and forward visibility are as important here as they are in any McLaren. The streamlined, electrically adjusted and heated seats, which are unique to the McLaren GT, have been engineered to meet the requirements of Grand Touring, being optimised for long-distance comfort, with the perfect amount of padding and shoulder and back support in combination with superb lateral control.

Technology and modern craftsmanship share equal prominence in the new McLaren GT, with the finest high-quality materials complemented by features such as the most sophisticated McLaren infotainment system to date; hidden-until-lit ambient lighting and the option of an electrochromic glazed panel in lieu of the standard carbon fibre composite gloss black roof, darkening or lightening at the touch of a button. Machined and knurled aluminium switches and controls - including the steering wheel-mounted gearshift paddles - contrast with gloss black surrounds for the infotainment screen, window switches, gear-selection console and air vent housings. A 12-speaker, Bowers & Wilkins premium audio system featuring carbon fibre sub-bass woofers and Kevlar mid-range drive units, is available.

The Nappa leather trim that features as standard can be upgraded to softgrain luxury leather or Alcantara®, depending on which vehicle specification is chosen. Cashmere will become available as an additional choice towards the end of 2019 - the first time that this exclusive material has been used in a production vehicle. SuperFabric® trim for the rear luggage bay is another option, the innovative woven fabric that is infused with a layer of tiny armoured guard plates, providing increased resistance to stains, cuts, nicks and abrasions, as well as being breathable, easy to clean and quick to dry.

The infotainment system developed for the new McLaren GT is the company's most sophisticated to date. Among the fastest-operating in any car, it also features industry-standard HERE® navigation mapping and real-time traffic information. The driver interface operates in a similar way to a smartphone and the seven-inch central touchscreen is used to select from vehicle functions such as satellite navigation, Bluetooth telephony, media streaming and voice activation. DAB digital radio (or Sirius satellite radio in North America) is standard. Heating and ventilation controls are also incorporated into the touchscreen, ensuring ease of use and reducing the overall number of switches and controls. Dual-

zone climate control and air conditioning are standard, with the system allowing fully automatic and independent settings for both the driver and passenger.

Ahead of the driver and providing key vehicle information is a 12.3" TFT screen. The instrument graphics are like those seen on aircraft, the aeronautical influences delivering clear, crisp displays that are easy to read. In addition to vehicle speed, gear selection and engine revs, the instrument cluster can also display turn-by-turn navigation, phone calls, chosen audio output and tyre temperatures and pressures. When a reversing camera has been specified, the image behind the vehicle is displayed when reverse gear is selected, which keeps the driver's eyeline as high as possible.

As befits a Grand Tourer, ambient refinement was a priority for the new McLaren GT from the outset. Unique engine mounts that are half the stiffness of those in the track-focused McLaren 600LT help to minimise structure-borne noise, while low-frequency sounds emitting from the carbon fibre structure are reduced rather than amplified into the cabin in the way that they are in the McLaren Senna; in Comfort mode, the new McLaren GT is the most refined McLaren ever.

Creating a new type of McLaren - and the first true Grand Tourer from the brand - saw the McLaren design team embracing the visual history of Grand Touring cars while remaining true to the philosophies that underpin all McLaren design. The long, elegant exterior lines that are widely recognised as Grand Tourer design cues are executed in the new McLaren GT according to the aerodynamic principles that define every McLaren. The muscular rear fenders - another design trait commonplace in Grand Touring history - are an example of the form of every McLaren being true to its function, incorporating here the air intakes for the high-temperature radiators that cool the engine.

At almost 4.7m, the new McLaren is longer than any of the cars in the McLaren Sports or Super Series. The front and rear overhangs extend further than is traditional for McLaren, but the 10-degree approach angle at the front (13-degree with vehicle lift engaged) means the new McLaren GT can cope with the most aggressive traffic calming measures. In combination with underbody clearance of 110mm (130mm with vehicle lift) this ensures the car is eminently usable in all urban situations; not only is it competitive with all rivals, but in 'lift' mode it is the equal of mainstream sedans.

"The new McLaren GT combines McLaren's design philosophies with classic Grand Tourer visual cues. Bold, elegant volumes flow seamlessly from nose to tail, encapsulating the beautifully crafted cabin. The sophisticated, sculpted body expresses both the power of the car and its ability to cosset occupants during long-distance driving. The teardrop shape of the cabin, which stretches back to encompass the

rear luggage area, follows the aerodynamic principles inherent in all McLarens, while the muscular rear fenders that form the side intakes for the high-temperature radiators are an example of how we merge both beauty and functionality to create breath-taking authentic designs. The new McLaren GT clearly stands out both as a new type of McLaren and a cutting-edge interpretation of a Grand Tourer for a new era."

Rob Melville, Design Director, McLaren Automotive

The width and stance of the new McLaren GT are emphasised at the front by the signature 'hammerhead line' that runs horizontally across the nose and draws the eye out to the sides of the vehicle. At the rear, an integrated fixed rear wing, large diffuser and substantial exhaust tailpipes are reminders that this is a Grand Tourer with supercar performance.

The source of that performance is a new, 620PS 4.0-litre, twin-turbocharged engine, designated M840TE. Further expanding the family of McLaren V8 engines, it is bespoke to the new McLaren GT and has the immense power and torque and superior exhaust sound quality that are the hallmarks of a true Grand Tourer. Torque of 630Nm is produced between 5,500rpm and 6,500rpm, with more than 95% of this available from 3,000rpm to 7,250rpm. The new engine is mated to a 7-speed SSG transmission to deliver linear, seamless and relentless acceleration.

The performance statistics* speak for themselves: with a launch control function optimising acceleration from a standing start, 0-100km/h (0-62mph) is achieved in 3.2 seconds (0-60mph in 3.1 seconds), 0-200km/h (0-124mph) is dispatched in 9.0 seconds. The maximum speed of the McLaren GT is 326km/h (203mph).

Another defining element of the new McLaren GT - and arguably what will cement its position as the new segment leader - is its dynamic prowess. The suspension, steering and brakes are all bespoke to the car and honed and optimised to provide an outstanding Grand Touring driving experience, with inherent balance, responsiveness and precision yet better ride comfort than any other McLaren.

The suspension is a lightweight aluminium, double wishbone design, paired in the new McLaren GT with hydraulic dampers to deliver Proactive Damping Control. Governed by the most sophisticated iteration yet of the pioneering Optimal Control Theory software algorithm developed for the 720S, the suspension uses inputs from sensors to 'read' the road, interpreting what will likely happen next and reacting predictively in just two milliseconds. Overall, body movement is tailored for occupant comfort and vertical load and contact patch variation are optimised to enhance grip levels, but each of the three active

dynamics handling modes – Comfort, Sport and Track – has its own distinct set of parameters to reflect the selected preference, for example, a particularly compliant ride in Comfort mode.

Driving precision and enjoyment is further enhanced in new McLaren GT by hydraulic steering, which uses a single software ‘map’ across Comfort, Sport and Track modes to deliver optimal feel and response. Reflecting the requirements of the new McLaren GT, it also provides increased assistance at low speeds to aid urban driving and parking, without loss of rewarding feedback at higher speeds.

Just as the steering response more than meets expectations across the wide range of Grand Touring driving styles, so too do the tyres and brakes. McLaren and its technical partner, Pirelli, have developed a bespoke P ZERO™ tyre for the new McLaren GT that meets the demands of high-performance driving and comfort and refinement in equal measure. The 21-inch alloy rear wheels, which are the largest ever fitted to a McLaren, are paired with 20-inch at the front and available in 7- or 15-spoke designs. The high-performance braking system has also been designed to deliver across the full range of requirements, from precise pedal feel and hard deceleration when driving at higher speeds to usability and comfort at lower speeds or when holding the vehicle in traffic, where less pedal effort is preferable.

“The new McLaren GT delivers the dynamic performance and driving exhilaration expected of a McLaren but is also an exceptionally refined vehicle. We’re particularly proud of the Proactive Damping Control suspension, which utilises the next generation of our pioneering Optimal Control Theory to deliver levels of ride comfort that better all previous McLarens. Overall, the breadth of ability demonstrated by the new McLaren GT – especially its everyday usability – is truly remarkable.”

Darren Goddard, McLaren GT Vehicle Line Director, McLaren Automotive

The new McLaren GT is available to order now from McLaren retailers worldwide, with customer deliveries commencing towards the end of 2019. UK pricing starts at £163,000 including taxes.

Further information about the new McLaren GT, including detail of the different levels of specification, the range of colours and interior trim choices and the options available – including components developed by McLaren Special Operations – can be found here: cars.mclaren.com/new-mclaren-gt.

Ends

The new McLaren GT technical specification

Engine configuration	M840TE engine, 4.0-litre twin-turbo V8, 3,994cc
Drivetrain layout	Longitudinal mid-engined, RWD
Power PS (bhp/kW) @ rpm	620 (612/456) @ 7,500rpm
Torque Nm (lb ft) @ rpm	630 (465) @ 5,500-6,500rpm
Transmission	7 Speed+reverse SSG, Comfort, Sport and Track modes
Steering	Electro-hydraulic; power-assisted
Chassis	Carbon fibre MonoCell II-T monocoque, with carbon fibre rear upper structure and aluminium crash structures front and rear
Suspension	Double aluminium wishbone; independent adaptive dampers with Proactive Damping Control. Comfort, Sport and Track modes
Brakes	Cast iron discs (367mm front; 354mm rear) and calipers (4-piston front & rear); Carbon ceramic discs with forged aluminium calipers optional
Wheels (inches)	Front: 8J x 20; Rear: 10.5J x 21
Tyres	Pirelli P ZERO™ Front: 225/35/R20; Rear: 295/30/R21
Length, mm (inches)	4,683 (184.4)
Wheelbase, mm (inches)	2,675 (105.3)
Height, mm (inches)	1,213 (47.8)
Width, with mirrors, mm (inches)	2,095 (82.5)
Width, mirrors folded, mm (inches)	2,045 (80.5)
Track (to contact patch centre), mm (inches)	Front: 1,671 (65.8); Rear: 1,663 (65.5)
Lightest dry weight, kg (lbs)	1,466 (3,232)
DIN Kerb weight [fluids + 90% fuel], kg (lbs)	1,530 (3,373)
US Curb weight [fluids + 100% fuel] lbs (kg)	3,384 (1,535)
Weight distribution (% Front/Rear)	42.5/57.5
Fuel tank capacity, litres (UK/USA gallons)	72 (15.8/19)
Luggage capacity, litres	570 (Front: 150; Rear: 420)

Performance data

0-97km/h (0-60mph)	3.1 seconds
0-100km/h (0-62mph)	3.2 seconds

0-200km/h (0-124mph)	9.0 seconds
Maximum speed	326km/h (203mph)
200-0km/h (124mph-0) braking, metres (ft)	127.0 (417)
100-0km/h (62mph-0) braking, metres (ft)	32.0 (105)
Efficiency	
CO ² emissions, g/km WLTP EU (combined)	270
CO ² emissions, g/km NEDCEU (combined)	245
Grand Touring range (at NEDCEU Combined)	666km (414 miles)
Grand Touring range (at US EPA Highway)	399 miles*
Fuel consumption WLTP EU l/100km/UK MPG	
Combined	11.9 l/100km/23.7 mpg
Low	22.2 l/100km /12.7 mpg
Medium	11.9 l/100km /23.7 mpg
High	9.3 l/100km /30.4 mpg
Extra-high	10.2 l/100km /27.7 mpg
Fuel consumption NEDCEU l/100km/UK MPG	
Urban	14.6 l/100km/19.4 mpg
Extra Urban	8.7 l/100km/32.5 mpg
Combined	10.8 l/100km/26.2 mpg
Fuel consumption, US mpg*	
City	15*
Highway	21*
Combined	17*

*subject to confirmation

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.

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

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

The company has defined product families: Sports Series, Super Series, Ultimate Series and Motorsport which are retailed through over 80 retailers in more than 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 at Goodwood Festival of Speed in 2018, the company's Track25 business plan will see it invest £1.2 billion in research and development to deliver 18 new cars or derivatives by the end of 2025.

In 2018, the company launched the 600LT and the first two cars of Track25, the McLaren Speedtail, the next Ultimate Series, and McLaren's first ever Hyper-GT, and 720S Spider. It also opened a new £50m McLaren Composites Technology Centre in the Sheffield region in the North of England that will see it produce the next generation of lightweight carbon fibre 'tubs' that are at the heart of all McLaren cars.

2019 saw McLaren launch the 600LT Spider confirmed as the third car of Track25, with a new GT car announced and the previously-confirmed track-only Senna GTR unveiled.

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, technology and solutions. These include Richard Mille, Pirelli, Dell Technologies, Ashurst, AkzoNobel and OnePlus.

McLaren Group:

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