

Media Information

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McLaren 650S dials up performance and excitement

- The McLaren 650S is being positioned as the ultimate luxury supercar and designed to be driven on road or track. The McLaren 650S joins the McLaren range between the 12C and McLaren P1™
- It is launched as an addition to McLaren Automotive range, and sits above the groundbreaking 12C – which still continues to be on sale.
- The striking front end design offers optimised downforce and a better handling balance, giving the McLaren 650S road presence and visual drama of the McLaren P1™
- The McLaren 650S is available as both a Coupé as well as a Spider

McLaren Singapore officially unveils the latest addition to its range of groundbreaking supercars – the McLaren 650S, a day immediately after the global reveal at the 84th International Geneva Motor Show. With its dramatic yet beautiful styling, the McLaren 650S has also been designed and developed to offer the enthusiast driver a higher dimension in luxury, engagement and excitement.

The 650S badge designation refers to the power output – 650PS (641 bhp), - of the unique British-built McLaren M838T twin turbo V8 engine. 'S' stands for 'Sport', underlining the focus and developments made to handling, transmission, drivability and engagement. The maximum power figure ensures the best power-to-weight ratio in its class, at 500PS (493 bhp) per tonne.

Unlike other new supercars to the market, the McLaren 650S is offered as a Coupé or a Spider, both of which are now available to order. The 650S Coupé is priced from S\$1,150,000 and the 650S Spider is priced from S\$1,250,000 in Singapore (before COE, CEVS and options). Arrivals are planned from March this year.

McLaren Singapore has been given the privilege by McLaren Automotive to preview the new 650S Spider exclusively to current customers and prospects a few days before the world premiere. An Aurora Blue unit was specially air-freighted by McLaren Automotive and prominently displayed in a private preview room at 45 Leng Kee Road.

"Wearnes Automotive's continuous pursuit of excellence in customer service has always been our priority. Working closely with McLaren Automotive Asia, we are honored to be first in the region to showcase the McLaren 650S to customers before the global unveiling at the Geneva International Motor Show." says Andre Roy, Chief Executive Officer, Wearnes Automotive

The Drive

- The new styling doesn't just add visual drama and give visual link to the McLaren P1™ – it offers increased downforce of 40 per cent (at 241 kmh) and also improves handling balance and control. The steering is sharper and driver feedback and feel, at both low and high speeds, have been enhanced.
- The distinctive front splitter and door blades optimise aerodynamic performance, and improve handling balance, while the larger, restyled side intakes cool the more powerful engine. Those new lights also offer a technical advantage – being fully LEDs, they use less power and last longer.
- Power of 650PS and 678Nm of torque from the M838T 3.8-litre twin turbo V8 improves acceleration, responsiveness and the sheer thrill of the drive. 0-100km/h acceleration now takes only 3.0 seconds and even more noteworthy, 0-200km/h takes only 8.4 seconds. This is faster than many 'stripped out' track-focused road cars, yet despite this the McLaren 650S also offers better fuel economy and is more usable everyday.
- It uses Formula 1-influenced technology, including the carbon fibre MonoCell, one of the world's most advanced road car chassis. This gives advantages in weight, torsional rigidity, durability, safety and quality. These result in a superior driving experience. Rivals of the McLaren 650S use conventional metal (steel or aluminium) chassis, which are heavier and more likely to flex. The MonoCell is 25 per cent stiffer than a comparable aluminium chassis, and has an even greater margin of superiority over steel. It enables McLaren to offer a Spider version of the McLaren 650S, as well as a Coupé. Rivals do not offer super-sports versions of their convertibles – the chassis rigidity does not allow it.
- The upshifts under part throttle are accompanied by a brief cylinder cut during the shift, delivering a distinctive engine noise. This all adds to the driving fun, of course making the McLaren 650S even more exhilarating at lower speeds.

Luxury and Craftsmanship

- The McLaren 650S, hand-assembled in the theatre-like McLaren Production Centre has more performance than most stripped out super-sports rivals, and a better power to weight ratio, too. Yet it is a proper luxury sports car, with an enhanced specification compared with the 12C.
- The stiffness and strength of the MonoCell carbon fibre chassis improves handling and ride, but also boosts refinement and vehicle craftsmanship with reduced noise and vibration within the cabin. State-of-the-art carbon fibre, of course, is a McLaren specialty – all McLaren road cars have been made from carbon fibre. But it isn't just about better performance. The strength and torsional rigidity of the material adds to the feel of solidity and luxury and helps to improve the build quality of the McLaren 650S.

- Full luxurious (yet light) Alcantara trim is standard, although there's also extended use of leather including an optional upper zone Leather Pack, and additional semi-aniline leather colours. Contrast stitching is available, so is extended use of carbon fibre throughout the cabin. For more track-minded drivers, there are also carbon fibre racing seats based on those found in the McLaren P1™. The ability for the customer to further tailor a McLaren to his or her desires is even greater than previously offered.
- High levels of standard equipment – satellite navigation is standard, it has DAB radio, and there's a rear parking camera and a fully electric steering column available, to add to the driving convenience.
- Yet, as with everything McLaren does, all these luxuries does not come at a compromise: the McLaren 650S represents a price saving over 12C when equipment is equalised.

Liveability

- McLaren's innovative ProActive Chassis Control (PCC) mates near executive car ride comfort with sports car nimbleness. Ride quality has been further improved, thanks to new damper mounts. The firmer springs and dampers improve handling, but also boost ride comfort – because there's less 'float'.
- The twin-clutch transmission now operates more smoothly, thanks to new clutch control software. The improvement is especially noticeable in town in the 'Automatic' mode. The McLaren 650S offers easy and smooth driving around town at lower speeds. Gear shifts, incidentally, are also faster and smoother.
- The one-piece moulded MonoCell carbon chassis allows for excellent packaging, and very good roominess considering the small exterior dimensions.
- Visibility is excellent for a mid-engine supercar. And there's now the option of a rear view parking camera too. The 'driver focused' design means pedals and steering wheel are directly in front of driver (not offset).
- Standard-fit carbon ceramic brakes are now more progressive at high speed, but their major improvement – standard on the McLaren 650S – is extra predictability, and ease of modulation, around town

TECHNICAL AND PERFORMANCE DATA

TECHNICAL SPECIFICATION

Drivetrain Layout	Longitudinal Mid-Engine, RWD	Track, F/R (mm)	1656 / 1583
Engine Configuration	V8 Twin Turbo / 3799cc	Length (mm)	4512
Engine PS / rpm	650 / 7250	Width (mm)	2093
Torque Nm / rpm	678 / 6000	Height (mm)	1203
Transmission	7 Speed SSG	Dry Weight (kg / lbs)	1370 / 3020
Body Structure	Carbon Fibre MonoCell with Aluminium Front and Rear Frames	Active Aerodynamics	McLaren Airbrake
Wheelbase (mm)	2670	Suspension	ProActive Chassis Control
Brakes	Carbon Ceramic Discs with Forged Aluminium Hubs (F 394mm/R 380mm)	ProActive Chassis Control modes	Normal / Sport / Track
Tyres (F/R)	Pirelli P Zero Corsa 235/35 R19 / Pirelli P Zero Corsa 305/30 R20	Powertrain Modes	Winter / Normal / Sport / Track
Wheel Sizes (F/R)	19" x 8.5"J / 20" x 11"J		

PERFORMANCE DATA

Efficiency	CO ₂	275 g/km
	Fuel consumption (combined)	11.7 L / 100km
	Power to weight (with lightweight options)	485 PS (478 bhp) /tonne
	CO ₂ /power	0.42 g/km per PS
Speed	Maximum speed	329 km/h (204 mph)
Acceleration	0-100 kph (62 mph)	3.0 s*
	0-200 kph (124 mph)	8.6 s*
	0-300 kph (186 mph)	26.5 s*
	0-400 m / ¼ mile	10.6 (Q 222 km/h (138 mph)*)
Braking	Braking	100-0 km/h 30.7 m (101 ft)
		200-0 km/h 124 m (407 ft)
		300-0 km/h 273 m (896 ft)

*with standard Pirelli P Zero™ Corsa tyres

All figures apply to a European specification McLaren 650S Spider

Ends

Notes to Editors:

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 company's global launch in 2010, McLaren Automotive launched the groundbreaking 12C and 12C Spider and, in keeping with its plan to introduce a new model each year, unveiled the McLaren P1™ at the Paris Motor Show in 2013 and now the new McLaren 650S at Geneva Motorshow. The brand continues to expand, operating through a dedicated global network of retailers in every major automotive market.

McLaren Automotive Technical 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. These include Akebono, AkzoNobel, ExxonMobil, Pirelli, SAP and TAG Heuer.

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 20 years of heritage in producing landmark sports cars, McLaren Automotive designs, develops and builds the technologically advanced, groundbreaking and no compromise models.

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.

About Wearnes Automotive

Wearnes Automotive Pte. Ltd. is a leading premium car distributor in the Asia-Pacific region. Established in 1906, Wearnes Automotive is currently the distributor and retailer of a range of luxury and premium passenger marques. The company operates in Singapore, Malaysia, Indonesia, Thailand, China and Hong Kong. Wearnes Automotive is a wholly-owned subsidiary of WBL Corporation Limited, a multinational conglomerate with businesses in automotive, property, technology and engineering, manufacturing & distribution. Wearnes Automotive unveiled the McLaren Singapore showroom on 28th March 2012 and has since launched the 12C, 12C Singapore Edition, 12C GT3, 12C Spider and McLaren P1™. To find out more, please visit www.singapore.mclaren.com and www.wearnesauto.com.

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