

OPEN-TOP McLAREN 650S SPIDER JOINS 650S COUP IN GENEVA GLOBAL DEBUT

- New McLaren 650S Spider just as engaging on road and track as fixed-roof Coupé
- 0-100km/h (62 mph) takes 3.0 seconds, 0-200 km/h (124 mph) in 8.6 seconds
- No reduction in torsional strength due to unique carbon fibre MonoCell chassis; similar weight, too
- Two piece roof can be raised or lowered in less than 17 seconds on the move at speeds up to 30 km/h (19 mph)

McLaren Automotive has now released images and full information for the convertible version of its latest model, the McLaren 650S, unveiled at the 84th International Geneva Motor Show. The McLaren 650S Spider is a no compromise open-top high performance sports car offering the same performance, handling and driver enjoyment, with the addition of a two-piece retractable hard top. The latest model is shown in Tarocco Orange, a new addition to the McLaren colour collection, developed with technology partner AkzoNobel.

The McLaren 650S Spider is mechanically identical to the 650S Coupé and is fitted with the unique McLaren M838T twin turbo V8 engine, producing 650PS (641 bhp) and 678 Nm (500 lb ft). This means a 0-100 km/h (62 mph) sprint of 3.0 seconds, identical to the Coupé, and 200 km/h (124 mph) is reached in 8.6 seconds, only 0.2 seconds shy of the fixed-head model. Maximum speed is 329 km/h mph (204 mph). Fuel consumption and emissions remain the same for the 650S Spider, returning 24.2 mpg (11.7 l/100km) on the EU combined cycle and 275 g/km.

Most competitors do not offer high performance iterations as convertibles due to the compromises that invariably plague open-roof cars. These models will be heavier and have

substantially less torsional rigidity, to the detriment of handling and ride.

The carbon fibre MonoCell chassis at the heart of the McLaren 650S requires no additional strengthening or reinforcing in open-top guise, and gives the 650S Spider identical handling and ride, and virtually identical straight-line performance figures. The overall weight of the 650S Spider is 1,370 kg (dry), an increase of only 40 kg over the Coupé, with this additional mass coming from the Retractable Hard Top and roof mechanism, and is less than any other car in its class.

The two-piece Retractable Hard Top can be automatically raised or lower in less than 17 seconds, and can be activated while stationary or at any speed up to 30km/h (19mph).

As with the 12C Spider, the 650S Spider uses a heated glass rear window, operating independently of the roof. With the roof down, the rear window acts as a wind deflector, reducing cabin buffeting. Roof up, the rear screen can be lowered to allow more engine noise – and driving drama – into the cabin, and for a semi-open top driving experience even when it is raining. When down, the roof is stowed beneath a body-coloured hard tonneau cover incorporated in the twin rear buttresses. With the roof raised, the area beneath the tonneau cover can be used as additional luggage space.

Rather than being a stripped out road racer, the 650S Coupé and 650 Spider models are fitted with a high level of luxury equipment as standard. Carbon ceramic brakes sit behind unique '650' lightweight alloy wheels shod with Pirelli P Zero™ Corsa tyres, IRIS satellite navigation with Bluetooth telephony, DAB digital radio in Europe (SIRIUS satellite radio in North America), wireless tethering, audio streaming and voice control are all fitted as standard, and the cabin is fully trimmed in Alcantara.

TECHNICAL SPECIFICATION– McLaren 650S SPIDER

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
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 – McLaren 650S SPIDER

Efficiency	CO ₂	275 g/km
	Fuel consumption (combined)	24.2 mpg
	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 @ 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-fit Pirelli P Zero™ Corsa tyre

All figures apply to a European specification McLaren 6505 Spider

Notes to Editors:

A selection of high resolution images accompanying this release is available to download from the McLaren Automotive media site – www.media.mclarenautomotive.com.

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, recently unveiled the McLaren P1™. The brand continues to expand, operating through 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. 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 12C, 12C Spider and McLaren P1™.

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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