

Media information

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McLaren 600LT Spider: the sky's the limit for new Longtail convertible

- New 600LT Spider combines acclaimed track-honed dynamic excellence of 600LT Coupé with added exhilaration of open-air driving
- Third model under the £1.2bn McLaren Automotive Track25 business plan and fifth car to carry the Longtail (LT) name
- Maintains McLaren Longtail ethos of increased power, reduced weight, optimised aerodynamics, absolute driver engagement, track-focused dynamics and limited availability
- Top-exit exhausts introduced with Coupé also feature on Spider, further amplifying aural and visual excitement, especially when the roof or rear window are down
- At least 80kg lighter than competition, with just 50kg premium over 600LT Coupé for lightest dry weight of 1,297kg; no additional strengthening required to maintain full structural rigidity
- 100kg* weight reduction over 570S Spider at DIN weight evidences determination to minimise weight of an LT model, benefitting dynamic finesse and overall performance
- 600PS and 620Nm from 3.8-litre twin-turbocharged V8 engine; power-to-weight ratio of 463PS/tonne at lightest dry weight underpins remarkable performance
- Acceleration on par with 600LT Coupé: 0-100km/h (62mph) identical at 2.9 seconds; 0-200km/h (124mph) in 8.4 seconds is just 0.2 seconds slower. Top speed of 324km/h (201mph)
- Bespoke Pirelli P Zero™ Trofeo R tyres for track-focused dynamics and enhanced engagement
- Limited volume; all cars hand-assembled at the McLaren Production Centre in Woking, Surrey, England
- Available to order now; priced from £201,500 including taxes (UK)



McLaren Automotive today releases first images and details of the third new model in its £1.2bn Track25 business plan - the McLaren 600LT Spider. The fifth car to carry the Longtail name, the new convertible fully embodies the McLaren Longtail philosophy of increased power, reduced weight, optimised aerodynamics, track-focused dynamics and limited availability. In addition, it brings a new dimension of excitement over the 600LT Coupé, without compromise to the dynamic purity of the most performance-focused car in the Sports Series line-up: a retractable hardtop to give the choice of open-air driving.

"The McLaren 600LT Spider adds a new dimension of excitement to the most extreme model in the Sports Series family, while losing none of the Longtail focus. Taking full advantage of the strength of the carbon fibre MonoCell II chassis has ensured that the new Spider has dynamic abilities and performance on par with the 600LT Coupé, for a weight premium of just 50kg and with no additional structural strengthening required. In addition to our weight advantage over competitors, we have also retained the top-exit exhausts that debuted on the Coupé - and I'm pleased to report that they sound and look even better with the roof or rear window of the Spider lowered!"

Mike Flewitt, Chief Executive Officer, McLaren Automotive

Like its 600LT Coupé sibling, the Spider records a significant weight saving over the model on which it is based, with McLaren's engineers achieving a reduction of 100kg* at DIN weight over the 570S Spider. Furthermore, thanks to its lightweight but incredibly strong carbon fibre MonoCell II chassis, the convertible 600LT retains the structural rigidity of the Coupé with none of the strengthening that is usually required with conventional steel or aluminium structures. The result is a weight penalty of only 50kg over the Coupé, which contributes to a lightest dry weight of just 1,297kg for the Spider. This is at least 80kg less than any direct competitor and the equivalent power-to-weight ratio of 463PS-per-tonne underpins astonishing levels of performance and dynamic prowess.

Enhancing the Sports Series Longtail experience with open-air motoring is as easy as pushing a button to lower or raise the three-piece, powered retractable hardtop roof at speeds of up to 40km/h (25mph). With the roof lowered, occupants benefit not only from wind in their hair, but also the memorable aural and visual drama provided by the top-exit exhausts that are unique to the 600LT. An electrically-operated, glazed wind deflector can be activated independently of the hardtop, to reduce buffeting or increase ventilation - or simply to allow more of the exhaust sound into the cabin.

Incorporating technology proven in the 650S, 675LT and 570S Spiders, the hardtop roof is more secure and wear-resistant than a fabric alternative would be, as well as offering Coupé-like cabin refinement when in the raised position. Equally importantly, it allowed McLaren's design team to maintain the

focused design language and silhouette of the 600LT Coupé. When lowered, the roof stows elegantly with the assistance of soft-close technology beneath a tonneau cover located behind the seats; with the roof raised, this tonneau storage area provides an additional 52 litres of luggage space.

The 600LT Spider benefits from the same portfolio of performance enhancements that has proved irresistible to 600LT Coupé buyers. The electronic control systems of the twin-turbocharged, 3.8-litre V8 engine have been revised, the cooling system updated and the shorter exhausts tuned to liberate more power. The engine produces the same 600PS (592bhp) and 620Nm (457lb ft) in the Spider as it does in the Coupé.

The updated powertrain enables the driver to exploit the 600LT Spider's carbon fibre monocoque chassis to the full, aided by a dual-clutch, Seamless Shift seven-speed Gearbox (SSG) that features Ignition Cut in Sport mode to facilitate faster changes whilst delivering a dramatic aural crack from the top-exit exhausts, plus Inertia Push in Track mode to optimise acceleration. The 600LT Spider will reach 100km/h (62mph) from a standstill in 2.9 seconds, with 200km/h (124mph) achieved in just 8.4 seconds - a near-indistinguishable 0.2 seconds slower than the Coupé. The maximum speed is 324km/h (201mph) with the roof raised, or 315km/h (196mph) with it lowered.

Performance is further enhanced by the lightweight carbon fibre bodywork that creates the Longtail silhouette and the same design of fixed rear wing as the Coupé which - despite the aerodynamic challenges posed by a convertible body - generates the same 100kg of downforce at 250km/h (155mph). Ultra-precise, track-focused handling is supported by a forged aluminium double-wishbone suspension system with recalibrated dampers, firmer engine mounts and a lightweight braking system. The 600LT Spider is fitted with bespoke, track-focused Pirelli P- Zero™ Trofeo R tyres and the driving experience is further enhanced with quicker steering and sharpened responses from throttle and brake pedals.

Lowering the roof of the 600LT Spider showcases the performance-orientated interior, which features lightweight Alcantara® trim and Carbon Fibre Racing Seats from the McLaren P1™ as standard. The Super-Lightweight Carbon Fibre Racing Seats designed for the McLaren Senna are available as an option, either on their own or within the MSO Clubsport Pack. Further weight-saving options and measures - including deletion of the audio and climate control systems - are available to buyers determined to shave off every kilogramme possible.

The new 600LT Spider is the fifth model to carry the coveted LT badge, joining the illustrious bloodline that began in 1997 with the McLaren F1 GTR 'Longtail', of which only a development prototype and nine

examples were built. Victorious in five of the 11 rounds of the 1997 FIA GT Championship, the original Longtail also finished first and second in the GT1 class at Le Mans, almost 30 laps ahead of the opposition. McLaren Automotive revived the legendary Longtail name at the 2015 Geneva International Motor Show, with the launch of the 675LT Coupé, a limited-volume model that rapidly sold out. In response to customer demand, a 675LT Spider followed, all 500 examples of which were sold within two weeks. The fourth model to bear the Longtail name, the 600LT Coupé, was revealed in July 2018 at the Goodwood Festival of Speed and has since been hailed by critics as one of the finest cars in its class - an accolade that will now be challenged by its new Spider sibling.

Like the Coupé, availability of the 600LT Spider will be limited, with build slots scheduled around other Sports and Super Series models. Available to order now from McLaren retailers, each car will be hand-assembled at the McLaren Production Centre in Woking, Surrey, England.

The 600LT Spider is priced from £201,500 with taxes (UK). Further information about the new addition to the McLaren Longtail family can be found at <https://cars.mclaren.com/sports-series/600lt-spider>.

Ends

**100kg difference is with optional MSO Clubsport Pack, comprising Super Lightweight Carbon Fibre Racing Seats (Regular or Touring); Carbon Fibre Interior Upgrade; MSO Defined Gloss Visual Carbon Fibre Front Fender Louvres; Titanium Wheel Bolts. Pack is priced at £18,200 including taxes (UK). 100kg is rounded figure, from 99.7kg*

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 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 at Goodwood Festival of Speed in 2018, the company's Track25 business plan will see it invest £1.2billion in research and development to deliver 18 new cars or derivatives by the end of 2025.

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

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, OnePlus, Pirelli and Richard Mille.

McLaren Group:

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

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