

## Stunning is Modest to Describe the McLaren 650S

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With a strong motor sport heritage the McLaren 650S which was launched at the 2014 Geneva Motor Show is a true supercar belonging to a new generation.

Yes in styling there are echoes of the 1995 Le Mans winning F1 GTR and it is available as a Coupe or Spider.

So why the 650 badge? Simple really it relates to the power output of the British built M838T twin turbo V8 engine, one which can propel you to 204mph and more important for most, rest to 62mph in a mere three seconds. The result is a car which is

equally at ease on the track or simply for everyday driving.

The latter may surprise many, but after having spent some time with the car I discovered both sides to its personality, you could even take it to Tesco, and mind you the small front mounted boot has little space to offer, so not for the weekly shop, more of a top up.

Blending perfectly with the mid mounted engine is the seven speed SSG gearbox which generates changes in the blink of an eye.

You might be surprised to learn that with the 650S it is possible to break the 20 miles per gallon barrier.

The emission figure is relatively high at 275g/km, I doubt if the person who buys this McLaren is really not too concerned.

With so much performance at the command of the right foot, stopping power is paramount and the 650S relies on carbon ceramic discs with forged aluminium hubs, I must admit compared with your standard road car, the brakes do need some getting used to.

Often a car in the category that this McLaren rests in is spartan re the interior. Not so with the 650S it has the creature comforts that we have come to expect from the modern car.

Such items as sat nav, a Meridian four speaker sound system and to be honest I preferred to listen to the sound of the engine. Bluetooth connectivity with USB and iPod integration, just the ticket to keep you informed.

A full Alcantara interior adds a surprisingly cost feel and keeping you at the right temperature, dual climate control.

Returning to the body, for me a thing of beauty which brought the memories flooding back to 1995 and to the victory scored by the F1 GTR. This was very personal to me as I was present





with the UK BMW team and on the Friday evening at the Le Mans airfield we assisted JJ Lehto as he gave the car a run on the eve of the big race.

Formula 1 technology is used as regards the chassis, arguably one of the best currently available. By using the carbon fibre MonoCell there are distinct advantages in weight, torsional rigidity, durability and safety.

The opposition goes for a conventional metal chassis which is more likely to flex. Worth noting the MonoCell is some 25 per cent stiffer than a comparable aluminium chassis.

Often we hear of the term hand built;

regards the 650S this is very much the case, along with its stablemates production is carried out in an ultra modern facility at Woking where the F1 team is based.

Must point out McLaren Automotive is a separate company from McLaren Racing.

McLaren Automotive has achieved a great deal in a very short period, established in 2010. There is a constant emphasis on improvement and the company invests some 30 per cent of turnover into research and development.

Currently there are 80 dealerships in 30 markets, six of which are in the UK. The aim is to have 100 dealerships by the end of 2017.

Now to the all important cost of the 650S, £218,250 and there are excellent leasing deals, I believe it costs less to lease a McLaren than an Audi R8. Of course this gives a clue to strong residual values.

Out of interest, in 1992 the McLaren F1 would have set you back £600,000, today should you own one, the asking price a cool £10 million. Only 106 F1s were produced, 64 of which were road cars.



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