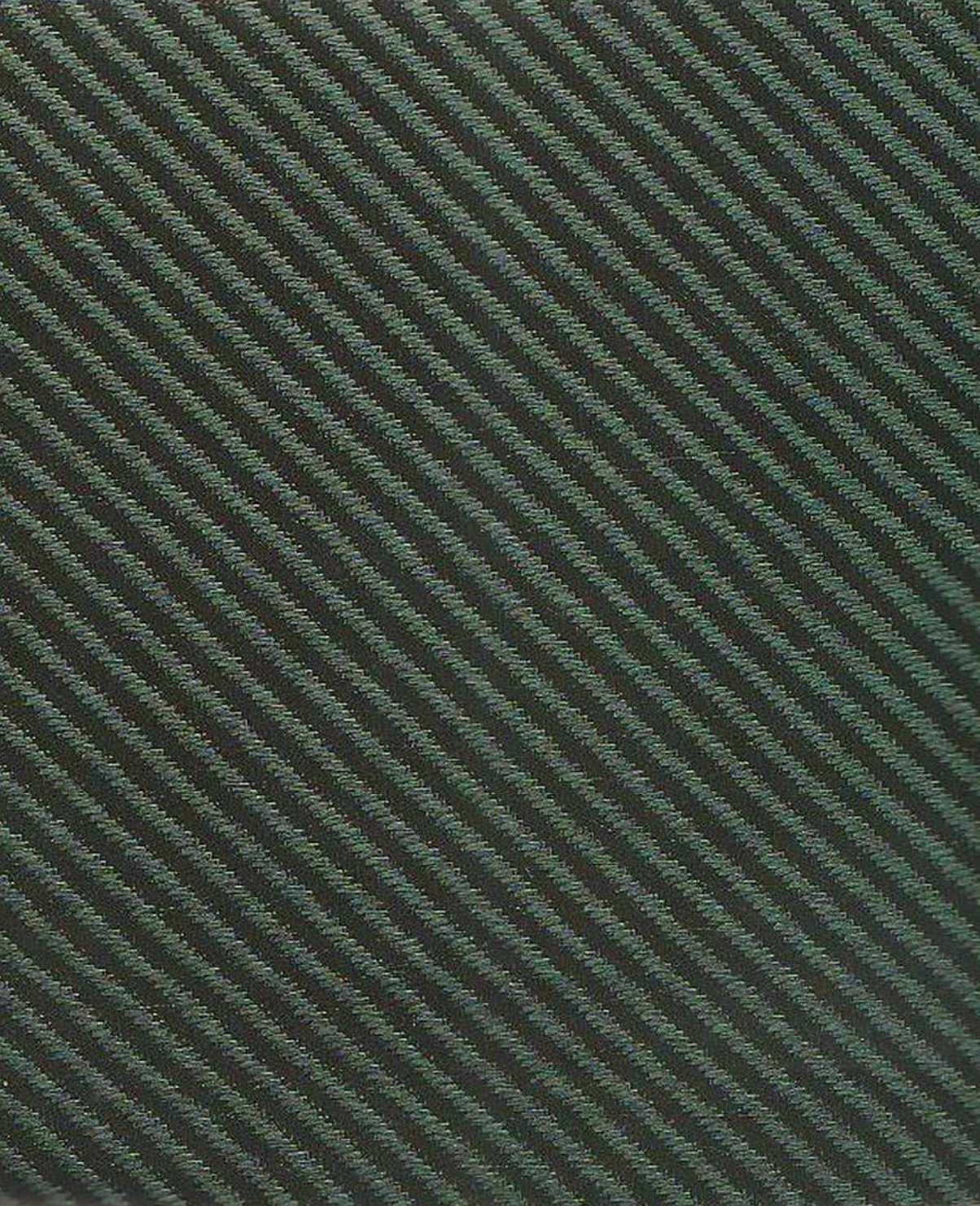


QT







the realisation of a **Dream**

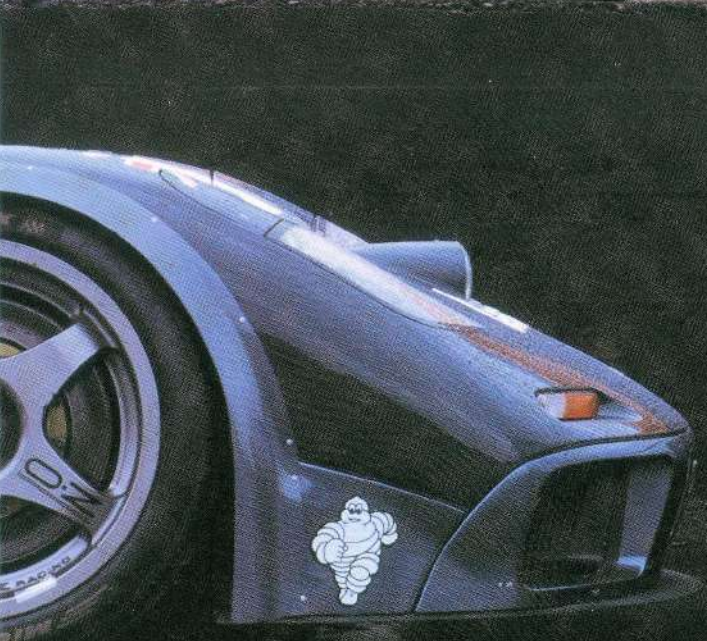
McLaren Cars was formed in 1989 to create the ultimate road going sports car.

The philosophy behind the F1 road car was simple - to be the finest drivers car ever built.

To harness Formula One technology into a practical supercar.

To rewrite all existing standards for this type of car bringing them to such a level that they would never be challenged.

The F1 road car has set new standards of performance, manufacturing and design.



from Roadcar to Racecar and back

The McLaren F1

First advanced carbon composite production car.
Full ground-effect aerodynamics with fan assistance.
The fastest road going production car in the world achieving
a top speed of 231 mph.

The McLaren F1 GTR

Developed to compete in 4 hour endurance GT races.
Won the Le Mans 24 Hour Race in 1995 - its inaugural year.

The McLaren F1 LM

A limited edition of only 5 cars built to celebrate each
McLaren F1 GTR that finished Le Mans.
Improved aerodynamics produce even greater downforce
than the McLaren F1 roadcar.





Le Mans 1995 and HISTORY is made



The McLaren F1 GTR

1995 - McLaren won the Le Mans 24 Hour race at the first attempt - finishing 1st, 3rd, 4th, 5th & 13th - a feat without precedence.

Winner of the Global Endurance GT Championship in both 1995 and 1996.

Winner of the All Japanese GT Championship in 1996.





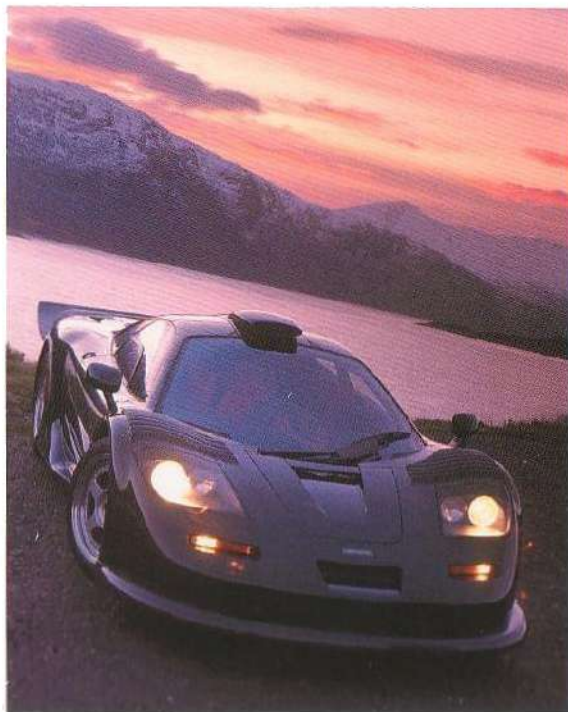
F1 GT the Final development



Developed in the wind tunnel to produce the downforce of the McLaren F1 LM, but without the drag.

To achieve this balance, the F1 GT uses extended front bodywork and a revised rear deck profile.

Enhanced cooling by the addition of dramatic new wheelarch louvres







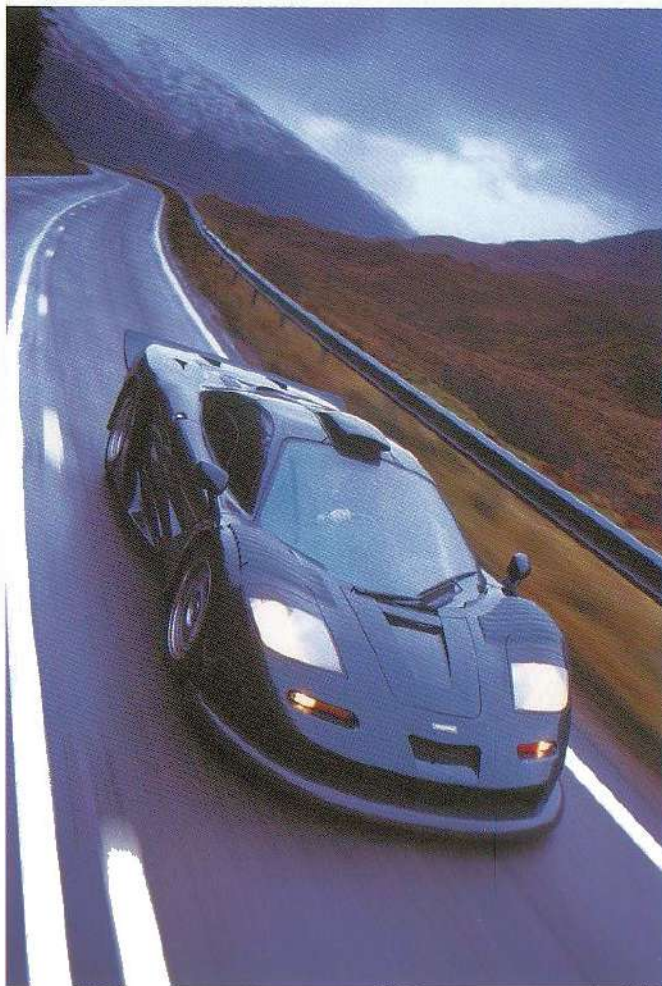
McLaren

grand touring luxury with McLaren Performance

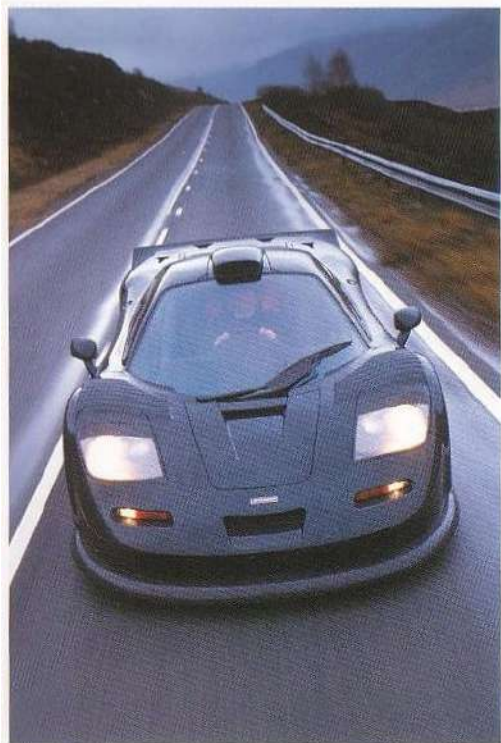
Redesigned interior, upholstered in fine Connolly leather and Alcantara suede.

A complete set of bespoke fitted luggage supplied with each car.

A new standard of luxury for Grand Touring cars.

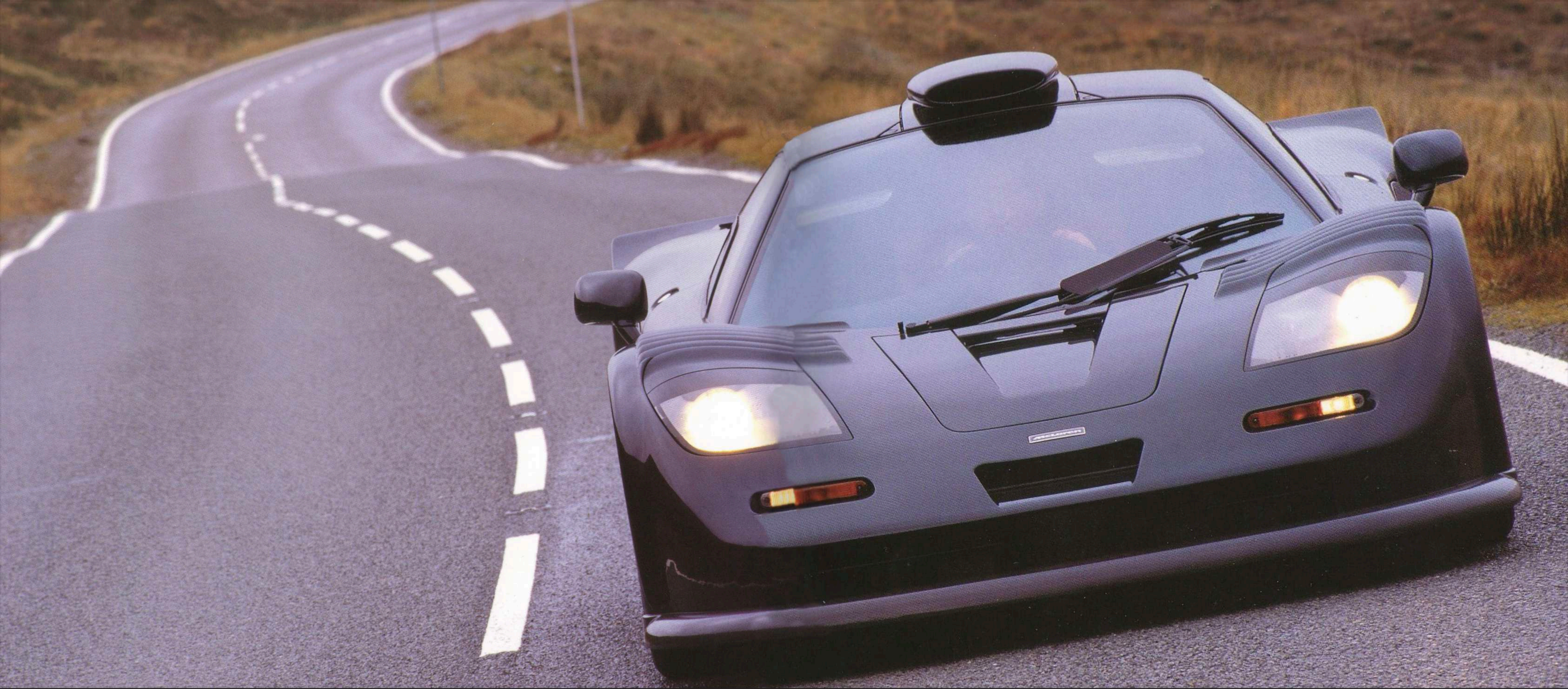






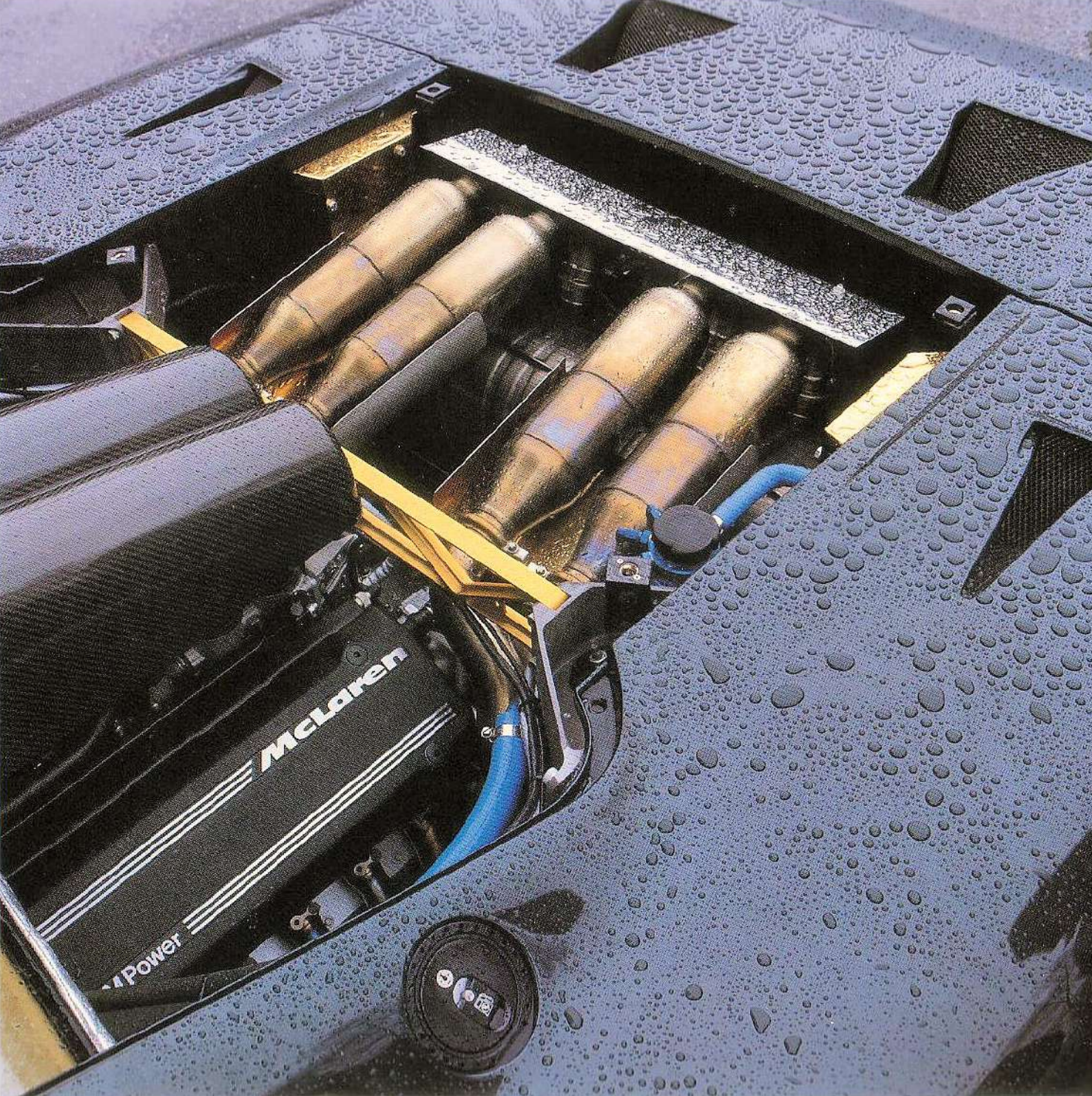
the ultimate Grand Touring Car











McLaren

power

probably
the **best**
production
car **Engine**
in the
World



Hand built by BMW.

6.1 litres, 627 bhp, 650 Nm of torque.

Continuously variable inlet valve timing.

An engine of total authority, delivering
instant performance
at any speed,
in any gear.













McLaren F1GT

Technical Specification

BMW Engine		Transmission.	Transverse unit with high speed bevel gears and spur final drive. All synchro constant mesh six speed, limited slip differential. Air/oil radiator-pumped lubrication system.
Type Number.	S70/2		
Configuration.	V12		
V-Angle.	60 Degrees		
Displacement.	6064cc (369.9 cubic inches)		
Bore.	86mm (3.38 inches)		
Stroke.	87mm (3.42 inches)		
Compression Ratio.	11:1	Clutch	AP triple plate carbon/carbon. 200mm (7.87 inches) diameter, remote actuation (hydraulic).
Ignition System.	Transistorised with 12 individual coils.		
Induction System.	12 single throttle valves, carbon-fibre airbox.	Maximum Power.	Over 440kW (627bhp) @ 7400rpm
Valve Train.	Chain driven double overhead camshafts with continuously variable inlet valve timing.	Torque.	Over 650 Nm @ 5600rpm
Engine Block.	Cast aluminium.		
Cylinder Heads.	4 valves per cylinder, cast aluminium alloy.	Fuel System.	Flexible safety fuel cell with in-tank high pressure pumps.
Flywheel.	Aluminium.		
Cam Carriers/Covers.	Cast magnesium.	Fuel.	95-98 RON unleaded.
Emission Control.	4 catalytic converters with Lambda sensors, secondary air injection.	Oil.	Shell TMO synthetic 5W-40
Alternator.	160 amp		
Lubrication System.	Dry sump, magnesium casting with 4 scavenge pumps and 1 pressure pump.		

Brakes.	Twin circuit hydraulic operation with electronic anti-lock system.
Front.	332mm (13.07inches) diameter - x 32mm (1.26inches) ventilated disc, 4 piston monobloc light alloy calliper.
Rear.	305mm (12.01inches) diameter x 26mm (1.02inches) ventilated disc, 4 piston monobloc light alloy calliper.
Parking Brake.	Rear, mechanical light alloy calliper.
Brake Cooling.	Automatic computerised control system
Front Suspension.	Double wishbones, ground plane shear centre sub-frames, light alloy dampers/co-axial coil springs, anti-roll bar.
Rear Suspension.	Double wishbones, inclined axis shear mounting system, light alloy dampers/co-axial coil springs, toe-in/toe-out control links.
Wheels.	Magnesium 17inch (432.8mm) diameter.
Front.	9inch (228.6mm) wide.
Rear.	11.5inch (292.1mm) wide. Centre lock with retaining pin.
Tyres.	Unidirectional with asymmetric tread pattern
Front.	Goodyear F1 235/45 ZR17.
Rear.	Goodyear F1 315/45 ZR17.
Electrical System.	12 volt with high capacity battery and 160amp alternator, chassis ECU engine ECU, DC/DC converter for heated glass.

Cooling System. Twin aluminum water radiators and oil /water heat exchanger.

Aerodynamics. C.D. 0.32 frontal area.
Frontal area 1.79 square meters.
Full underbody air management.

Dimensions.
Length. 4928mm
Width. 1940mm
Height. 1200mm
Ground Clearance. 120mm
Wheelbase. 2718mm
Front Track. 1620mm
Rear Track. 1582mm
Dry Weight. 1120kg

Capacities.
Oil tank. 6.0 ltr (1.3gallon)
Fuel tank. 90 ltr (19.8gallon)
Luggage. 283 ltr (10 cubic feet) with 3 occupants.
227 ltr (8 cubic feet) with 2 occupants.

Standard Equipment. Full cabin air conditioning.
Sekurit electric defrost/de-mist windscreen and side glass.
Electric window lifts.
Remote central locking.
Kenwood CD stereo system.
Cabin access release for opening panels.
Tailored document case.
Cabin map stowage compartments.
4 lamp high-performance headlight system.
Rear fog and reversing lights.
Courtesy lights in all compartments.
Map reading lights.
Remote battery charging point.
Facom titanium tool kit.
External battery charger.
McLaren F1 owner's handbook.

Optional Extras. Available on request.



Photography by Colin Curwood

Designed by

Mark Roberts & Kevin Richards / McLaren Cars Limited

Written by Paula Webb & Harold Dermott / McLaren Cars Limited

Le Mans photograph supplied by L.A.T

Thanks to Willie Cameron / Loch Ness Marketing



