CLASSIC DRIVER

McLaren MP4-12C: Full Performance



We make no apologies for being enthusiastic about the MP4-12C. When the 592bhp supercar was first announced, the Classic Driver offices were abuzz with excitement; and <u>our visit to the Woking-based McLaren Technology Centre last year</u> (home to the GP team, as well as Ron's new road car) added fuel to the fire.

Why are we so keen? Well, the car is ground-breakingly innovative and it looks great, it's compact and beautifully finished, and you can be pretty sure that anything Mr Dennis puts his name to will be dynamically superb. What's more, the MP4-12C is that rare thing these days: a supercar born and bred in Britain.

Now, however, we have even more reason to get bright-eyed and excitable, as the performance figures have been officially released. With its 3.8-litre twin turbo V8, designed – of course – by McLaren Automotive, we're looking at 0-62mph in 3.3 seconds (or 3.1 seconds with the optional Corsa tyres); 0-124mph in 9.1 seconds (or, on those special tyres, a mere 8.9 seconds); a top speed of 205mph... and yet, combined fuel consumption of 24.2mpg.



With CO2 emissions at 279g/km, it might not delight the hardened eco-warrior, but it's exceptionally low for a car with such stonking performance – and only possible thanks to McLaren's 'lightweight design philosophy'. The one-piece, moulded carbon MonoCell chassis, for example, weighs an incredible 75kg: a fairly desirable weight for a man, never mind a chassis, and one which gives rise to a power-to-weight ratio of 455bhp per tonne.



When the 12C goes on sale this spring, at an anticipated price of £168,500, it's hard to believe that the 1000 cars (maximum) planned for the first production year won't be snapped up almost instantly. After that, the aim is to build up to 4000 cars per year across the McLaren model range by the middle of the decade. If anyone can do it, Ron can.

Text: <u>Charis Whitcombe</u> Photos: McLaren

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