

CLASSIC DRIVER

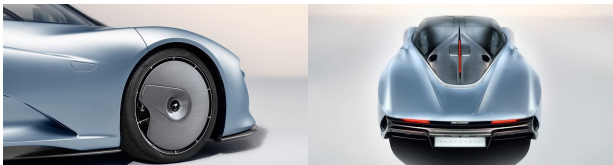
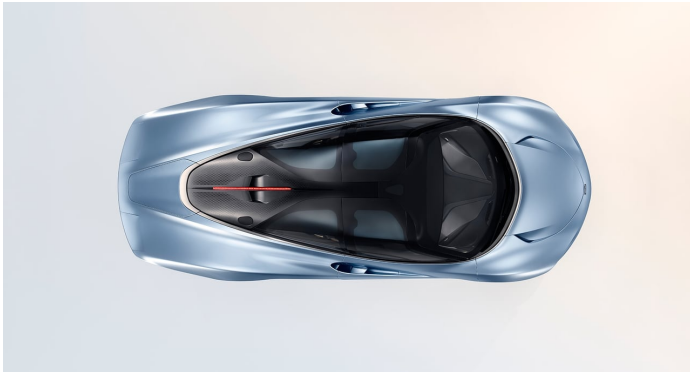
McLaren's new Speedtail is a hypercar gone with the wind

Lead

It's the fastest McLaren ever to be built and a streamlined work of art. With the McLaren Speedtail, limited to 106 examples, aesthetics and road-going high technology are no longer in opposition with one another.



The wind often forms the most beautiful works of art. Some of the most elegant and fastest automobiles of all time were created in a wind tunnel, which started to garner aerodynamic popularity in the mid-20th century. Whilst initially created for road cars, the wind tunnel was also used to increase the performance of many race cars, improving air resistance and contact pressure to create a few unforgettable bodies, i.e. the seemingly endless silhouette of the [McLaren F1 GTR "Longtail"](#). And when the top-secret pictures of the new McLaren Speedtail came out earlier this week, it was the McLaren F1 GTR "Longtail" that first came to mind.



The road-compatible hybrid "Hyper GT" is based on a monocoque body structure made of carbon fibre, which, at 5.2 meters in length, overshadows the long tail, and aerodynamically, it leaves all the other road sports cars from the brand in the dark. Aero covers on the front wheels, retractable digital rearview cameras instead of mirrors, and active ailerons in the rear make the McLaren Speedtail even more streamlined. Powered by a hybrid powertrain of electric and petrol engines, the car can produce 1,050 horsepower and accelerate to a top speed of 250 mph in high-speed mode, with a 0-186 mph time of only 12.8 seconds. Meanwhile, in the teardrop-shaped cockpit, the driver sits in the centre, in between the passengers — reminiscent of the McLaren F1.





Just 106 examples of the new McLaren Speedtail are slated to hit the road, at a price of 1.75m GBP plus tax. But customers don't seem to be bothered by the price tag, as all 106 McLaren Speedtails have been reserved.

Gallery

