
McLaren 720S GT3X product guide



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1. At a glance – 720S GT3X



Foreword



The 720S GT3 opened a new chapter for McLaren Automotive; this was the first car to be developed and built by the in-house motorsport department, designed for Customer Racing teams campaigning in some of the most demanding and competitive GT championships across the world. Based on the 720S from the McLaren Super Series, it was developed to optimise track performance within the limitations of the stringent rules of GT3 competition.

The 720S GT3X further enhances this track-focus, free from the regulations which shape the performance of the competitive 720S GT3 race car. Without these restrictions in place and working to a set of targets imposed internally rather than by rule-makers, the McLaren engineering team has pushed the performance of each element of the 720S programme to produce a track car which moves the benchmark to a new level.

An intensive testing programme has put the 720S GT3X through its paces at some of the most demanding circuits. The car runs the GT3 aero package with an optimised cooling package coupled to an enhanced powertrain, while performance levels meet or exceed all expectations set out for the project.

Introduction

- The McLaren 720S GT3X represents the pinnacle of design and development for track performance based on the 720S platform
- At the heart of the 720S GT3X is the light but immensely stiff carbon fibre MonoCage II chassis structure shared with both the 720S roadcar and its GT3 sibling
- A derestricted, race-prepared version of the M840T 4.0-litre twin-turbo V8 engine features upgrades and enhancements to provide a significant increase in power over the 720S GT3
- A push-to-pass system provides additional power to the driver at the push of button
- The focus on pure engineering, innovative aerodynamics and efficient design that makes the 720S road car so incredibly impressive provides the ideal platform for the journey from multi-talented supercar to an out-and-out track car
- Without the requirement to meet any racing rules or regulations, the McLaren 720S GT3X offers the most extreme track performance offered by the McLaren motorsport product to-date
- Increased power and improved performance versus the McLaren 720S GT3 produces lap times several seconds quicker
- Revised rollcage design and interior packaging allows for installation of an optional passenger seat

Motorsport design philosophy



In motorsport, design is shaped by performance gains and aerodynamic benefits. The flow of air over, under and through a car's bodywork dictates the most effective designs, and is a huge factor in the outright performance of any car.

Rules and regulations are a limiting factor of what is possible in terms of the design of a racecar, but it challenges the engineering and design teams to come up with new and innovative ways to make the air work more efficiently.

The 720S GT3X project took an already incredibly aerodynamically and aesthetically attractive shape of the 720S roadcar and, without the restrictions of race legislation, extended the levels of performance to new levels. This has made the airflow work as efficiently as possible to achieve improved lap times.

Sam Purvis, Chief Designer

Key strategic goals

- Allow the GT3 package to benefit from the 720PS that the powertrain is designed to deliver with the GT3 chassis
- Deliver lap times several seconds faster than the McLaren 720S GT3
- Create the most optimised version of the 720S GT3 without any restrictions
- Offer the absolute potential of the 720S platform outside of road legal legislation
- Deliver new levels of opportunity and performance for coaching and in-car driver tuition
- Optimise performance with maximised cornering speeds and enhanced downforce levels
- Opportunity for the most extreme passenger ride through a revised interior package
- Full carbon fibre construction throughout the bodywork, chassis and interior





Headlines

- Hand-built engine modified to increase power and torque – 720PS, 770Nm
- Push-to-pass system delivers an additional 30PS
- Low weight of just 1,210kg, giving a power-to-weight ratio of 595PS per tonne
- Optimised aerodynamic and powertrain setup designed to achieve the quickest lap times of any McLaren to-date outside Formula 1
- Revised exhaust system focuses on performance and weight reduction
- Track-to-road development programme will see bespoke engine upgrades featured on future McLaren roadcars

2. Short story – 720S GT3X



Key selling points

Design

- Carbon fibre MonoCage II chassis provides optimised levels of protection through inherent strength while also being extremely light
- More than 90 percent of components changed or optimised from the 720S roadcar
- Lightweight, aerodynamic bodywork with hand-finished Carbon Black by MSO paint finish and visual carbon fibre

Usability and personalisation

- Limited production
- Redesigned rollcage and repackaged interior layout to incorporate the optional passenger seat
- Optional silenced exhaust system option maintains performance credentials but reduces noise levels



Key selling points

Performance and vehicle dynamics

- Newly-developed hand-built engine featuring motorsport enhancements including a blueprinted cylinder head, strengthened pistons from the 720S roadcar and DLC technology produces 720PS and 770 Nm of torque
- New, larger turbochargers and manifolds
- Additional 30PS of power available via push-to-pass system
- Motorsport-dedicated transmission from the 720S GT3 and braking system with enhanced cooling deliver the fastest and most track-focused driving experience on the most demanding circuits

Driver engagement

- Fit-for-purpose, high quality finish to an evolution of the interior
- GT3-style steering wheel with rotary controls for fully adjustable ABS and traction control



First Running of the 720S GT3X

As part of the purchase, McLaren Customer Racing, the team responsible for designing and developing the 720S GT3X, will provide dedicated technical support to each owner at the first running of the car on track.

If the customer chooses to run their car for the first time at a Pure McLaren event (see later slides), McLaren Customer Racing will provide additional team support.

Pure McLaren Event

- Two days of technical support at any Pure McLaren Event
- Full support from an engineer, including software tuition
- 2 McLaren technicians for two days to run car
- Full setup and car preparation
- Travel & accommodation for engineer & technicians

Additional Track Day

- One day of technical support at any global track event
- Full support from an engineer, including software tuition*
- Assistance with car setup at circuit

*Customer must cover engineer travel & accommodation if required



Technical highlights

01 Powertrain

Derestricted 4.0L Twin-Turbocharged V8

- Hand-built unit
- Blueprinted cylinder head
- Strengthened pistons from the 720S
- DLC technology
- Larger, high-flow twin scroll turbochargers
- All-new intake and exhaust system
- Lightweight performance exhaust

02 Dry weight (lightest)

1,210 kgs

03 Power

720 PS @ 7,000-7,500rpm

04 Push-to-pass system

30 PS

05 Torque

770 Nm @ 5,500-6,500rpm

06 Power-to-weight

595PS per tonne

Standard content

Powertrain

- Bespoke motorsport-enhanced version of the twin-turbocharged V8 M840T 4.0L (3,994cc) engine producing 720PS / 770 Nm
- Push-to-pass system providing an additional 30PS of power
- Hand-built engine calibrated and BIPO tested on the same dynos used during the 720S GT3 development programme
- Motorsport enhancements to the engine include a blueprinted cylinder head, DLC technology and new, stronger pistons
- Longitudinal mid-engined, rear-wheel drive
- Twin electrically-actuated twin scroll turbochargers
- Bespoke lightweight twin-exit 720S GT3X exhaust system
- 6-speed Xtrac sequential motorsport transmission with E-shift
- Xtrac Salisbury-type mechanical limited slip differential
- Fully adjustable traction control and ABS

Suspension

- Adjustable dampers with coil-over springs, front and rear
- Motorsport axles with single wheel-retaining nut
- Adjustable anti-rollbars, front and rear
- Spherical-joint lightweight suspension system
- Motorsport suspension uprights to support centre-locking hub

Wheels, tyres & brakes

- 720S GT3X centre-lock high grade super-forged alloy wheels
- Stealth wheel finish with McLaren Orange outer rim
- 720S GT3X Wheel Sizes: 18 × 12.5 J Front and 18 × 13 J Rear
- Tyre Sizes: 315/680-18 Front and 325/705-18 Rear
- Alcon electro-nickel plated monobloc aluminium calipers – 6-piston front, 4-piston rear
- Floating ventilated steel brake discs - Ø390 x 35.6mm front, Ø355 x 30mm rear
- Adjustable brake bias
- Bosch Motorsport ABS system
- Centre lock wheel nuts

Aerodynamics

- CFD and Formula 1 wind tunnel developed aerodynamic package
- GT3-style front splitter
- GT3-style floor and diffuser assembly
- Front dive planes
- GT3-specification high level fixed rear wing

Standard content

Driver assistance technologies

- Bosch Motorsport electronic system
- Adjustable Anti-Lock Braking System (ABS)
- Adjustable Traction Control System (TCS)
- Steering wheel-mounted push-to-pass system offering 30PS of additional power

Exterior lighting

- Full LED headlights with daytime running lights
- FIA rain light

Body structure

- Carbon fibre MonoCage II chassis
- GT3-specification lightweight carbon fibre body panels
- Quick release bonnet and engine cover
- Bespoke rollcage to accommodate repackaged interior layout with optional passenger seat
- FIA-approved side impact foam – driver and passenger side
- Front extruded aluminium crash structure
- Composite front crash beam integrated into bumper panel
- Rear aluminium engine frame
- Composite rear bumper beam including rear crash structure
- Air jack system

Standard content

Exterior features and design

- Painted bodywork – metallic Carbon Black by MSO
- Front splitter and rear bumper centre in visual carbon fibre
- Bespoke front bumper design incorporating optimised brake cooling ducts
- GT3X livery - McLaren Orange perimeter detailing and matte black 'X' graphic
- Bespoke black painted radiator mesh
- Polycarbonate side window with horizontal sliding ticket window on driver side
- Krontec fuel filling system
- Fire extinguisher and engine cut off switches
- Race spec towing eyes
- Single front wiper

Interior controls and displays

- Bosch Motorsport dash display
- Centre console with controls for headlights, rain light, heated screen, fan, power steering and fuel pumps
- Brake bias adjuster
- Fire extinguisher button
- Driver and passenger manual door release

Interior features and design controls and displays

- McLaren-branded winged headrest seat with six-point harness
- Sliding pedal box
- Adjustable steering column – rake and reach
- FIA-approved fire extinguisher system
- Driver safety nets
- Quick release 720S GT3X steering wheel with paddle shift gear selection and rotary setting adjustments for ABS, TCS, engine map and function
- High quality visual carbon fibre finish
- Bespoke 720S GT3X chassis plate

Accessories provided with the car

- Wheel nut socket
- Air jack lance – Krontec
- Ethernet cable – Bosch
- Vehicle running software and systems data
- Indoor car cover
- Oil dipstick
- Travel steering wheel – Sparco
- Travel bag for 720S GT3X steering wheel
- Fuel churn
- GT3X air jack stands

Optional content

- Collision Avoidance System – Bosch CAS-M3
- Carbon clutch
- Tyre pressure monitoring system
- Passenger seat* ^
- Carbon Kevlar McLaren-branded driver seat
- Exhaust silencer
- Vbox telemetry and cameras
- Driver cooling system – air to seat / helmet*
- Driver drinks system – 3 driver*
- Additional wheel set
- Paint Protection Packs
- Driver seat size – standard / large
- Bespoke paint colour
- Bespoke livery design

No cost option
Available on request
Available on request

* Driver cooling system and Driver drinks system not available with Passenger seat option

^ Passenger seat upgrade includes Carbon Kevlar driver seat upgrade, passenger seat belts, side net and passenger-side impact protection package



Optional content

Paint Protection

- Body & Race Protection Pack £3,500
– kits 1, 2 and 3
- Body Protection Pack £2,750
– kits 1 and 2
- Race Protection Pack £2,250
– kits 1 and 3
- Full vehicle coverage Available on request



Optional content

Running kit

- GT3X chassis skates
- GT3X front & rear A-frames
- GT3X additional wheel socket
- Single and double dive bottles
- Wheel gun
- Air jack air lance
- Air lines
- Torque wrench
- Bottle compressor
- Brake bleed kit
- Fuel dump churn & fuel pump out kit
- Tyre trolley

Set-up kit

- GT3 tracking bar set
- Ride height tool set
- Camber gauge and inclinometer
- Corner weight scale set



3. Product images



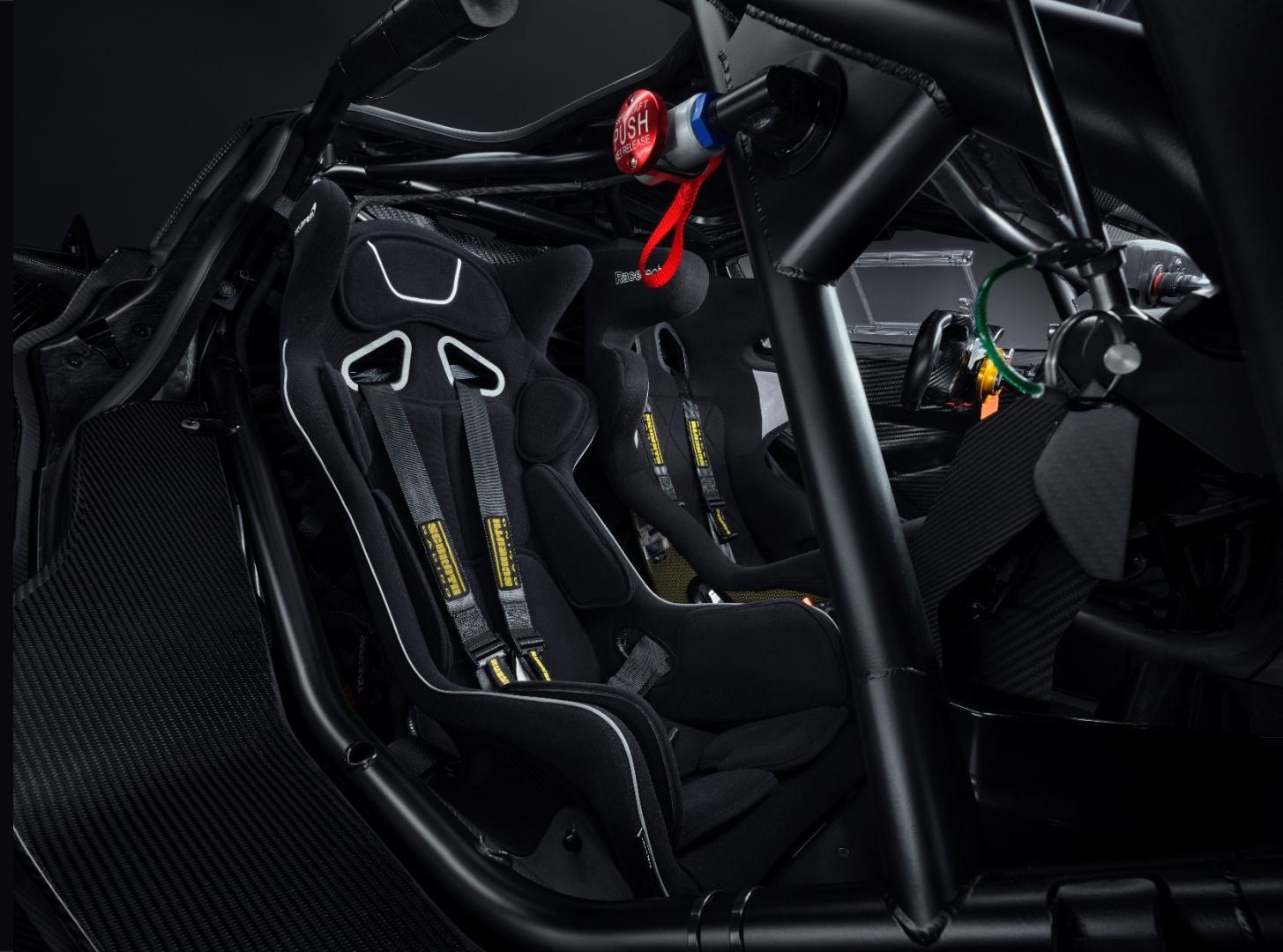














4. The long story



Exterior – design and aerodynamics

For the GT3X project, every component has been reviewed to see how and where performance gains can be made. The strength of the 720S GT3 as a race car has meant that the initial performance baseline was extremely strong – particularly around aerodynamic efficiency – and with the removal of any race regulations or legislations, changes have been made to further enhance the overall performance.

As part of the GT3 programme, the innovative aerodynamics of the 720S road car were further developed to deliver even greater track stability and aerodynamic efficiency. This programme used the latest CAD technology and extensive testing in a Formula 1-specification wind tunnel to shape the lightweight, carbon fibre body panels.

The 720S GT3X features the race car's bespoke splitter and dive-planes, with the addition of further brake cooling ducts in the lower front bumper.

At the rear, the active wing is replaced by a fixed lightweight carbon fibre panel below a high-level fixed GT3-specification rear wing. This sits above a large carbon fibre diffuser which forms part of the aerodynamically-enhanced floor assembly.



Exterior - cooling

Description

The cooling system for the 720S GT3X has been optimised for aerodynamic efficiency, weight distribution and overall packaging and design. Two low temperature radiators (LTRs) and a single high temperature radiator (HTR) combine to ensure performance levels are maintained, even in the most extreme temperature and climatic conditions.

Customer benefits

The 720S GT3X features a LTR on each side, positioned behind the doors, with one HTR centrally-mounted at the front of the car. This single, large HTR replaces the two smaller units seen on the roadcar, and the upgrade ensures clean airflow around the front corners of the car for maximised aero performance.

Exiting air from the HTR is channelled through the enlarged central duct in the carbon fibre bonnet, channelling air up and over the top half of the car. The HTR cools the engine coolant which also cools the engine oil via a heat exchanger. The turbo central housings are also cooled by the system via the engine block.

Cool air feeds the side-mounted LTRs via channels along the upper edge of the dihedral doors, leading from the front fenders. These double-skinned doors incorporate deep air channels which channel clean air down into the system responsible for cooling the water charge air cooler.



Exterior - paintwork

Description

The 720S GT3X features lightweight carbon fibre bodywork which has been sculpted to deliver the most aerodynamically efficient performance. The hand-finished bodywork on the 720S GT3X has been further enhanced with a high gloss Carbon Black by MSO paint finish.

Customer benefits

For the first time, McLaren Customer Racing is offering Carbon Black by MSO paintwork. The carbon fibre bodywork is prepared as part of the hand-assembly of the 720S GT3X, and finished in a super high-gloss metallic black paint finish.

The mirror-like finish on the body panels are complimented by elements of raw visual carbon fibre on the front splitter, rear diffuser and large fixed high-level rear wing. A bold McLaren Orange pinstripe frames the lower perimeter of the bodywork, outer edges of the centre-lock stealth-finished wheel rims and bonnet vent, while a subtle matte black 'X' graphic is stretched across the upper sections of the dihedral doors and engine cover to further identify the model.



Chassis – Carbon Fibre MonoCage II

Description

As with every McLaren built since the launch of the MP4/1 Formula 1 car of 1981, at the heart of the 720S GT3X is a carbon fibre chassis. The MonoCage II chassis provides driver and passenger safety, while the carbon fibre construction offers exceptional rigidity and strength with low weight.

Customer Benefits

Safety in motorsport was pioneered by McLaren with the introduction of carbon fibre in chassis construction in 1981. Since then, it has raised the safety benchmark across many of the world's grids, offering racers the ultimate levels of protection.

Carbon fibre forms the central core of every McLaren. The MonoCage II structure is the core to the 720S roadcar, offering strength and occupant protection with significant weight saving. In the 720S GT3X, the chassis is a key reason why the dry weight is only 1,210kg. This lightweight architecture is key to achieving a power-to-weight ratio of 595PS per tonne.

The strength and lightness of the chassis make the perfect basis for a trackcar. The rigidity of the chassis, coupled with a mid-engined layout, lightweight motorsport components and aerodynamic carbon fibre bodywork allows the 720S GT3X to provide the most track-focused model in the Super Series to date.



The MonoCage II features a T-shaped carbon fibre roof allowing the majority of the roof structure to be incorporated into the dihedral doors. Fitted within the chassis structure is a bespoke rollcage, designed to accommodate a repackaged interior layout with an optional passenger seat.

Chassis - braking system

Description

The 720S GT3X is fitted with the braking system developed for the 720S GT3 race car. Developed by braking specialists Alcon, the system has been tried and tested on race tracks, and proven by winning races around the world in the most demanding environments. The 720S GT3X system features GT Monobloc calipers fitted at the front and rear, combined with a highly-efficient endurance brake pad and the award-winning Bosch ABS M5 technology.

Customer benefits

Monobloc calipers are forged and then machined from a single piece of aluminium, rather than being made up of separate forged parts bolted together. This process means the caliper is stronger, stiffer, can operate at a higher temperature and are lighter than conventional two-piece calipers. Monobloc calipers offer the best stiffness-to-weight ratio ever featured on a McLaren.

The system features a 6-piston design at the front, with 4-pistons on the rear. These calipers work in conjunction with floating ventilated steel discs all round.

The system on 720S GT3X features enhanced cooling for the front calipers to improve operation further. This has been achieved through additional ducting flowing through channels in the front bumper on the outer edge of the centrally-mounted high temperature radiator (HTR).

The system also allows for the brake balance to be adjusted easily from front to rear. The brake balance adjuster is positioned at the top centre of the centre console and links directly to the brake balance bar on the pedal box.



Chassis - tyres

Description

The 720S GT3X runs with full racing-specification slick and wet weather tyres, developed with McLaren Automotive technical partner, Pirelli.

The development programme has tested both the slick and the wet tyres extensively at a variety of different circuits, in differing atmospheric conditions and on different surfaces.

Customer benefits

Pirelli slick tyres feature no tread pattern, and are optimised for running on a dry track surface. This style of tyre provides the largest possible contact patch between tyre and the track, and with a stiff sidewall used in the construction of the tyre, this offers the highest levels of grip when combined with high downforce levels generated by the 720S GT3.

Wet tyres feature a pattern of tread blocks which are designed to provide the best possible balance between water dispersal and grip in wet or slippery conditions.

The 720S GT3X is delivered on with wet 'travel' tyres mounted on the 18-inch rims.

The recommended tyres are a Pirelli DHD 2 slick and Pirelli WH.

Front – 315/680-18 / Rear – 325/705-18



Powertrain - engine

Description

The engine installed in the 720S GT3X is based on the 4.0-litre V8 M840T powerplant fitted to the 720S roadcar. The unit runs with a flat plane crankshaft and the twin scroll turbochargers carried over from the road-going model, while a bespoke intake and filter system are employed to maximise airflow.

A total of 16 fuel injectors are fitted with each one feeding an optimised combustion mixture directly to individual inlet valves. In addition, eight individual Bosh Motorsport high energy coils are then installed to generate the ignition spark. A Bosch motorsport ECU, bespoke wiring harnesses and custom sensors are employed to control the engine, with the electronically-managed wastegate actuators controlling and optimising the levels of boost from the turbos.

The engine is oil lubricated and water-cooled using custom systems honed and developed on the race track.



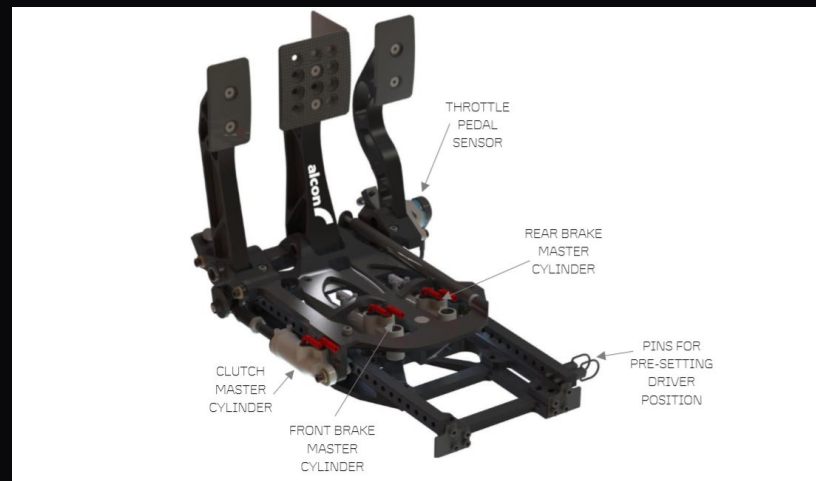
Powertrain – gearbox

Description

The 720S GT3X is fitted with the familiar bespoke gearbox from the 720S GT3 racing car. The six-speed sequential motorsport transmission has been designed and built by specialist Xtrac to the demanding specifications and requirements of modern GT racing, and is optimised for track performance and top speed.

The unit is fitted transversely and features an externally-adjustable differential allowing positive preload to be increased and track performance to be tuned. Gear-shifting within the transmission is managed via an E-shifter system which was developed for racing at the 24 Hours of Le Mans.

The race seat in the 720S GT3X is installed through fixings to the carbon fibre floor and at the rear directly to the rollcage. The ideal driving position is made available through the sliding pedal box from braking specialists Alcon. This setup brings the base-mounted three-pedal (clutch, brake, accelerator) configuration closer to the driver via a handle-operated sliding system.



Safety - fire extinguisher system

Background

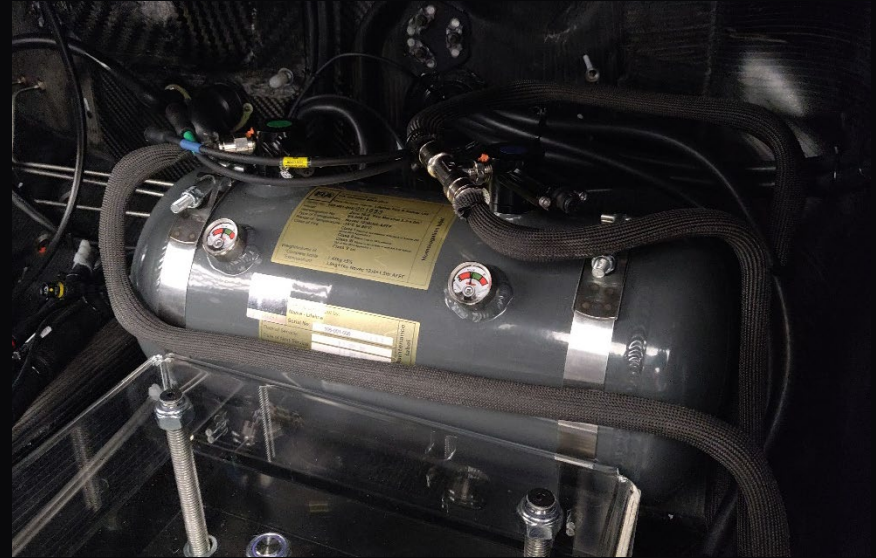
The 720S GT3X is fitted with an integrated fire extinguisher system which is plumbed into the cockpit and the engine bay.

Customer benefits

The Lifeline Zero 3620 Fire Marshal meets the FIA's demanding 8865 standards. The system discharges into both the engine and cockpit through a high discharge outlet to quickly extinguish any fire, which is then supplemented by two further coolant outlets.

The control unit continually monitors the system's integrity and internal battery advising of any potential issues.

The exterior extinguisher activation pins are located below the windscreen on both sides designated by the red 'E' sticker.



Safety - Collision Avoidance System (optional)

Background

The Collision Avoidance System 3 (CAS-M3) features a mid-range radar sensor for a wider field of view in close-up range, an additional high-performance Bosch Motorsport display for fast video processing and a fast response high definition camera.

Customer benefits

The CAS-M3 system provides real time visualisation and intuitive marking of approaching cars on the dash-mounted display. It helps prevent the most common collisions and allows drivers to fully focus. With a momentary glance, the driver can easily identify any following cars, their distance and relative speed.

The radar tracks up to 40 objects and marks up to four objects on the display. In addition, bright flashing LEDs alert the driver when any car attempts a passing manoeuvre, with all features working at night or in the rain when visibility is typically poor.



Controls - steering wheel layout

The steering wheel for the 720S GT3X uses a slightly modified version of standard 720S GT3 race wheel, featuring buttons and rotary switches to control a variety of different systems and functions.

The ergonomic design is constructed from lightweight carbon fibre, and has been updated as part of the 720S GT3X programme, and provides an optimised design for ease of use.

The buttons operate a variety of functions including the Push To Pass system and the optional driver drinks system, while the rotary switches can be used to adjust engine map settings, along with traction control and ABS intervention.

As with the race car, the McLaren 720S GT3X uses an electronically actuated 'e-shift' system driven by paddles mounted to the reverse of the steering wheel.




Controls - steering wheel button functions

Left Hand Side

Button	Description of Function
PTP	Push To Pass – when accelerator pedal is >95% and button is pressed (latching button so does not need to be held), the engine will produce an additional 30PS taking it to 750PS until the pedal is released
Radio	Push and hold to talk to pits
Drink	Operates the pump in the optional driver drinks system (if installed)
Page	1 x short press: cycle through the dash pages on each page set 1 x 1-sec press: change the page set (Race, Qualifying & Mechanic) 1 x 2-sec press: reset system to Race Page 1
Clear	1 x short press: acknowledge orange warning alarm on dash 1 x 3-sec press: reset the fuel counter in a pit stop
EM_GBX	A latching button to turn on the Emergency Gearbox Strategy

Right Hand Side

Button	Description of Function
	Flash full beam lights
Pit	Pit limiter latching button activates the pit limiter to the pre-set speeds
Start	Start/Stop button – starts the vehicle when pressed, stops the car when the pit limiter is on (The button in the centre console will always stop the car, regardless of the pit limiter)
Wiper	Latching button to turn the wipers on. 1 x press: Slow 2 x press: Fast 3 x press: OFF
Bright	Adjust the brightness of the dash, CAS-M3 display (If installed) and the membrane switch panel for driving in the dark
Rev	Reverse Gear button – Rev switch held and downshift paddle pulled (requires clutch to be pressed)

Controls - steering wheel rotary switch functions

Button	Description of Function
MAP	Multi position switch Different pedal map shapes to suit different driving styles, and different power levels for acclimatisation
TC	Traction Control multi position switch 1: OFF 2: Hot new qualifying tyres 12: Monsoon TC selectable from Racecon dependant on fitted tyres
ABS	ABS system multi position switch 1: OFF 4-5: Optimised settings for Pirelli DH2 12: Monsoon
FUNC	Function multi position switch Currently not functional

Controls - gear shift light indication

Background

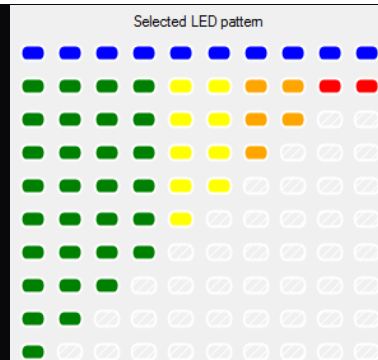
The Bosch DDU 10 Driver display is mounted in front of the steering wheel attached to the instrument panel

Description

The engine speed lights have been optimised for the best acceleration in each gear, with the LED display across the top of the dash-mounted screen.

The display illuminates in increments from left to right : Green, Yellow, Orange, Red and then all illuminate in Blue.

The lights will illuminate in 0.3s intervals with the intention being to anticipate the blue light and change when it appears



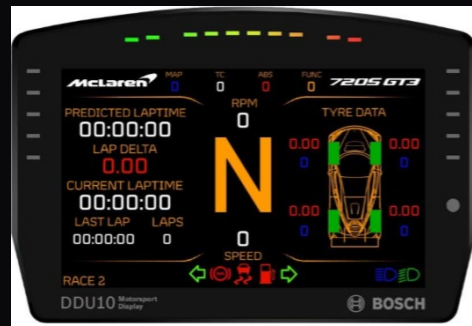
Controls - cluster display pages

Race Page 1



- Lap times
- Engine temperatures
- Fuel used

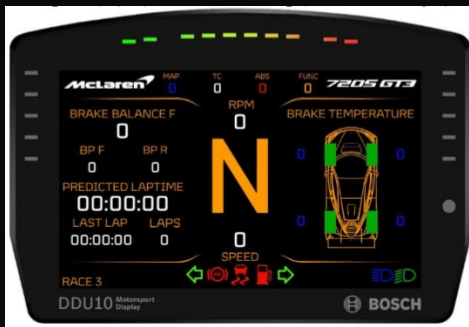
Race Page 2



- Lap times
- Tyre pressure monitoring system (if optional sensors fitted)

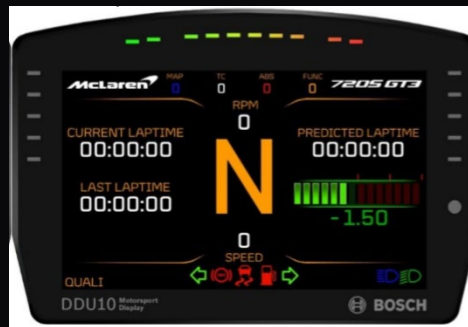
Controls - cluster display pages

Race Page 3



- Brake temperature information (if optional sensors fitted)

Qualifying



- Critical lap time information

Controls - cluster display pages

Pit lane speed limiter



- Left and right-hand LEDs flash white

Controls - central cluster



Pure McLaren

Track Driving & Support Programme

The McLaren Experiences team would be delighted to welcome 720S GT3X owners to Pure McLaren, McLaren's official track driving programme.

Visiting some of the finest Formula One™ circuits in the world and with strict limits on car numbers, drivers will benefit from low circuit traffic, so they can make the most of their track time.

Their assigned McLaren Driver Coach will support them throughout their experience, which combined with video and telemetry data analysis, will help extract the best performance from both the driver and the car.

McLaren will also organise transport of the 720S GT3X to and from each circuit, pre-event car preparation and a team of technicians and engineers to run the car at each event.

Away from the circuit the McLaren Experiences team take care of accommodation for the nights prior to the days on track, as well as guest dinners and transfers between the hotel and circuit.

Full pricing and details of the Owner: Race Car package are available on the next slide.



Owner: Track Car (720S GT3X)

All customers will receive the following:

- Minimum of 5 hours track time per day
- 2 days on track in their 720S GT3X*
- Dedicated driver coach for 2 days*
- Dedicated technical team for their 720S GT3X
- One set of Pirelli tyres per day**
- All brake pads, fuel and fluids used during the event
- Personalised pit garage
- Car transport to/from each event***
- 2 nights luxury hotel accommodation and dinners*
- 2 days of hospitality at the circuit*
- Transfers between the hotel and circuit

	Price (ex. tax)	1 st event discount (ex. tax)
2 Day EU Events (GBP)	£24,995.00	£19,995.00
PM CoTA (USD)	\$34,195.00	\$27,195.00



2021 Pure McLaren Calendar



A selection of the world's finest race tracks





Circuit of The Americas
11 - 12 November

Portimão
23 - 24 September

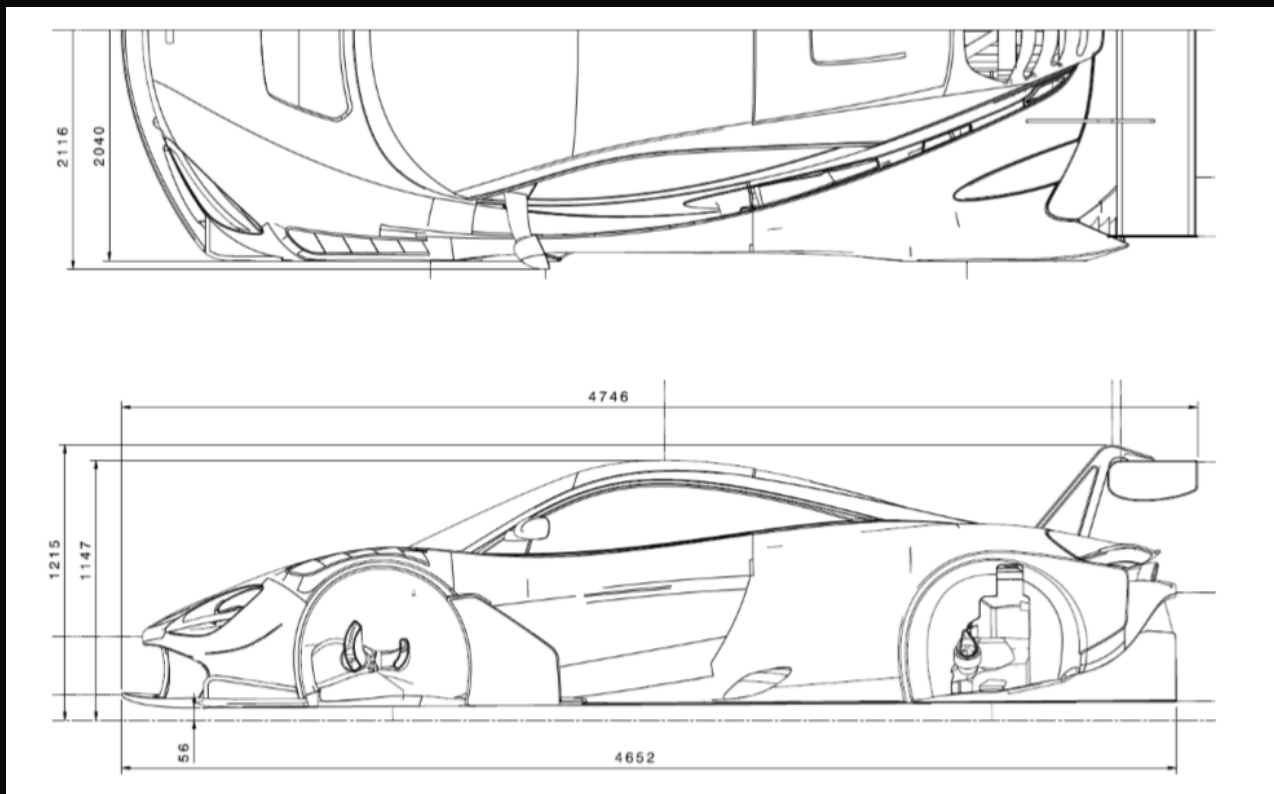
Technical specifications vs McLaren Senna GTR

		Senna GTR	720S GT3X
			
		Ultimate Series road car	Super Series FIA homologated GT3 Race Car
Aerodynamic adjustment		Active	Manually adjustable
Maximum Power	PS + Push To Pass (bhp)	825 (814)	720 + 30 (710 + 30)
Maximum Torque	Nm (lb ft)	800 (590)	770 (568)
Dry Lightest Weight	kgs (lbs)	1,188 (2,619)	1,210 (2,668)
Vehicle Length	mm	4,964	4,746
Vehicle Width, Widest Point	mm	2,153	2,050
Vehicle Width, Without Mirrors	mm	2,009	2,050
Vehicle Height	mm	1,787	1,215
Overhang, front : rear	mm	1,208 : 1,067	1,057 : 808
Wheelbase	mm	2,695	2,696
Track Front (Contact Patch Centre)	mm	1,732	1,765
Track Rear (Contact Patch Centre)	mm	1,686	1,736
Typical splitter height	mm	80 : 120	50
Wheel sizes, front : rear	Inches	19" / 19"	18" : 18"
Tyre sizes, front : rear	inches	285/650-19 : 325/705-19	315/680-18 : 325/705-18

Competitor information

	McLaren 720S GT3X	Ford GT	Porsche 935 Recreation	Porsche 911 GT2 RS Clubsport	Audi R8 GT2
					
Maximum Power	720PS + 30PS Push To-Pass	700+PS	690PS	700PS	650PS
Production number	Limited	45	77	200	Unlimited
Price	£720,000 ex works	\$1,200,000	£750,000	€405,000	€338,000
Built by	McLaren Customer Racing	Multimatic	Porsche Motorsport	Porsche Motorsport	Audi Sport
Weight	1,210kg	1,390kg	1,380kg	1,390kg	1,350kg
Engine	4.0-litre twin turbo V8	3.6-litre EcoBoost V6	3.8-litre twin-turbo flat-six	3.8-litre bi-turbo flat-six	5.2-litre V10
Transmission	6-speed sequential motorsport transmission with E-shift	7-speed dual clutch	7-speed PDK	7-speed PDK	7-speed double-clutch S-tronic
Drivetrain	Rear wheel drive	Rear wheel drive	Rear wheel drive	Rear wheel drive	Rear wheel drive
Usage	Track days	Track days	Track days	GT2 series / Track days	GT2 series / Track days

Dimensions



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