

FOREVER FORWARD

OUR PAST FUELS OUR FUTURE

IN 1963, McLaren launched an automotive revolution. Speeding past milestone after milestone, from our groundbreaking origins on the track to the breathtaking Artura road car, we've earned a place in history and beyond as one of the most daring automakers in the world.

60 years later, McLaren celebrates the iconic individuals and innovations that have gotten us to where we are and the vision that will propel us forever forward into the future.



M20

M6GT

M23

MP4/2

MP4/4

F1



CONTENTS

MP4/13



MP4-12C



P1



720S



ARTURA



ARTURA GT4



CONTENTS

BRUCE McLAREN

THE NAMESAKE BEHIND THE BRAND

BORN IN Auckland, New Zealand, on August 30, 1937, Bruce McLaren was the visionary car designer, driver, engineer, inventor, and entrepreneur whose legendary name lives on today through the McLaren brand he founded.

As a young boy, Bruce spent two years in traction battling Perthes disease, which left him with one leg longer than the other, and a permanent limp. But those childhood health challenges only fueled an indomitable determination.

At the tender age of 13, Bruce began restoring a 1929 Austin 7 Ulster, which had been bought in bits by his father. Two years later, he turned it into a race car and secured the fastest time in

the 750cc class at the Muriwai Beach hill climb – his first taste of victory. Later, he would go on to win the 1959 United States Grand Prix at the age of 22, becoming the youngest winner in the sport's history.

Four years later, in 1963, Bruce's bottomless ambition led him to found his own team, Bruce McLaren Motor Racing Ltd. Striving toward a competitive edge, Bruce sought to improve the design and engineering of his race cars at every turn. Once, while on a test drive, he noticed the fuel filler door was flapping open at high speeds. As he cut the bodywork away from the radiator to balance pressure, the McLaren "nostrils" were born – a key design feature that lives on today.



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BRUCE CONQUERS THE COMPETITION

KICKING OFF a run of domination at the Can-Am racing series, Bruce McLaren triumphed over his rivals in 1967 and again in 1969 with Bruce McLaren Motor Racing Team winning five consecutive Can-Am championships between 1967 and 1971. At 24 Hours of Le Mans, Bruce sped to victory in 1966 with his co-driver and fellow Kiwi, Chris Amon. In 1968, he took the first of McLaren's 183 Formula 1 wins and became one of only two individuals to win a Formula 1 Grand Prix race in a car bearing their own name.



BRUCE'S PERSONAL STATS

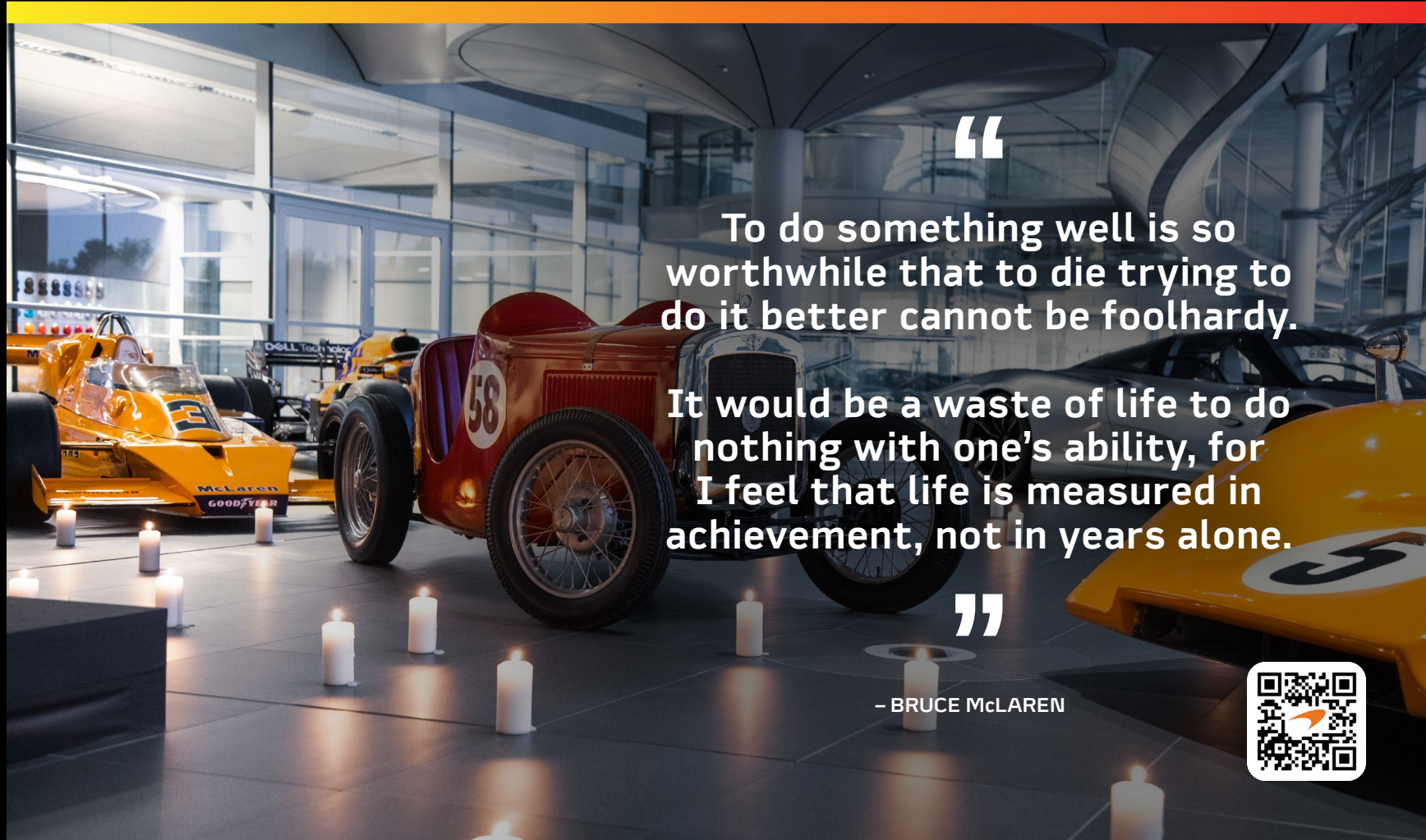
FORMULA 1	1958-1970
GRAND PRIX STARTS	101
PODIUMS	27
WINS	4

LE MANS	1959-1967
STARTS	8
PODIUMS	1
WINS	1 (1966)

CAN-AM	1967-1970
STARTS	30
PODIUMS	20
WINS	9
CHAMPIONSHIPS	2 (1967, 1969)

THE McLAREN LEGACY LIVES ON

WITH BUSINESS booming on both sides of the Atlantic, including initial development of road cars, Bruce confided in friends at the beginning of the 1970 Grand Prix season that he would hang up his helmet at the end of the year to focus on growing the McLaren brand. Sadly, that opportunity never arrived, as Bruce's story ended early at the age of 32 during a test run at Goodwood Circuit in England. But more than five decades later, his company is still running strong thanks to Bruce McLaren's incredible legacy of determination, vision, and innovation.



“

To do something well is so worthwhile that to die trying to do it better cannot be foolhardy.

It would be a waste of life to do nothing with one's ability, for I feel that life is measured in achievement, not in years alone.

”

– BRUCE McLAREN



ONLY THE McLAREN TEAM HAS ACHIEVED THE COVETED TRIPLE CROWN OF MOTORSPORTS



FORMULA 1 MONACO GP 1962



24 HOURS OF LE MANS 1966



INDIANAPOLIS 500 1972

TRIPLE CROWN OF MOTORSPORTS

COMMITTED TO racing multiple series across six decades of uninterrupted racing, McLaren is the only team in history to have won motorsport's Triple Crown.

Beginning with the **Formula 1 Monaco Grand Prix** in 1962, the McLaren name was cemented in history as Bruce piloted a Cooper T60 to victory for Team Cooper. From 1984 to 2008, the McLaren name would see the podium again and again for an astonishing 16 wins with MP4 series cars, the latest from famed motorist Lewis Hamilton. To this day, McLaren driver Ayrton Senna remains the Monaco record holder with six wins, five of them consecutive.

Another historic win for Bruce, this time in 1966, came

at **24 Hours of Le Mans** with the Ford GT40 MK II for the Shelby American team. Fast forward nearly 30 years and McLaren would once again conquer Le Mans, this time with a McLaren F1 GTR driven by JJ Lehto, who set the car's winning pace in the middle of a rainy night to an ultimate first-place finish.

The final jewel in the McLaren Triple Crown was the 1972 **Indianapolis 500**. Behind the wheel of a Penske M16A outfitted with a McLaren chassis, Mark Donahue reached a top speed of 162 mph, a record that stood for 12 years. Johnny Rutherford would bring McLaren to Indy triumph two more times, in 1974 and 1976.

CAN-AM YEARS: M8 SERIES – M20

AS THE CARS that propelled Bruce McLaren and Denny Hulme to Can-Am domination, the M8 series is a shining example of the McLaren team's drive to continually evolve.

The M8A, with its all-aluminum big-block V8 engine, eye-catching papaya-colored body, and wider, more aerodynamic bodywork was ahead of the pack in technology and style. These built-in advantages launched McLaren to capture the 1968 Can-Am Championship, the first of many Can-Am wins to come.



CAN-AM YEARS: M8 SERIES – M20

BUILDING ON the initial success of the M8A, consecutive series offered their own winning improvements. Varying rear-wing mounts on the M8B and M8D provided drivers with an aerodynamic edge, leading to victories in 1969 and 1970. In 1971, the powerful 8.1-liter engine of the M8F gave McLaren 740-830 horsepower, 655-760 lb-ft of torque, and yet another Can-Am triumph.

Advances to the M20—McLaren's final Can-Am car—focused on driver comfort. Relocating the radiator was key to keeping the cockpit cool, thwarting driver fatigue during the intense race. Only three M20s were produced, making it one of the most rarely seen McLaren cars.

1960s-1970s



THE DRIVERS: DENNY HULME

KNOWN AS “The Bear” for his gruff nature, Denny Hulme was a true motorsport legend. With a career that saw him conquer the world’s most challenging circuits in the 1960s and 1970s, it was his time with the McLaren team that truly made him a racing icon.

Hulme’s smooth driving style and technical genius as a mechanic were on full display as he drove alongside fellow Kiwi Bruce McLaren in the Can-Am Championship. The duo, nicknamed the “Bruce and Denny Show” because of their Can-Am domination, led the McLaren team to five consecutive victories from 1967-1971. To quote Bruce, “Denny is a good man to have on a team from a mechanic’s point of view. He knows what he wants and how it should be done because he’s done it all himself at some stage.”

PERSONAL STATS

BORN	June 18, 1936
WORLD CHAMPIONSHIPS	1
GRANDS PRIX	112
WINS	8
MCLAREN CAREER SPAN	1968-1974



1960s-1970s



M6GT

1960s

SUCCESSIVE CAM-AM victories in the acclaimed M6A race car brought funds into McLaren Racing, and Bruce McLaren – always more than just a driver – was keen to test his skills as an innovator, designer, and entrepreneur. The intention was to build the ultimate sports car: the fastest road car in the world, with the highest specification possible. The M6GT is considered the genesis for all McLaren road cars and was the personal daily driver for Bruce, who used it to commute to work. Sadly in 1970, Bruce passed away while testing the M8D at the Goodwood Circuit – and his dream to build production cars would need to wait another generation.

PERFORMANCE SPECS

EXAMPLES BUILT

4

ENGINE

Chevrolet
LT1 90° V8

POWER OUTPUT

370 bhp

WEIGHT

1,675 lbs



M23

1970s

THE CAR THAT truly established McLaren as a Formula 1 powerhouse. The year 1974 saw the creation of the Texaco-Marlboro McLaren super team, with Emerson Fittipaldi joining Denny Hulme. The M23 was improved with a new bellhousing spacer between engine and gearbox, plus a rear wing brought forward 10 inches to comply with new regulations. Results were immediate, with the M23 victorious in Argentina, Brazil, and Belgium to start 1974, carrying Fittipaldi to McLaren's first-ever World Championship. The success of the M23 would continue, with James Hunt claiming the World Championship in 1976. The M23 remains one of the most important cars in the history of the marque, driven by Fittipaldi when he won the Canadian Grand Prix and by Jochen Mass when he won the Spanish Grand Prix in 1975.

PERFORMANCE SPECS

EXAMPLES BUILT	4
ENGINE	Ford Cosworth DFV
POWER OUTPUT	460 bhp
WEIGHT	1,270 lbs



THE DRIVERS: EMERSON FITTIPALDI

1970s

EMERSON FITTIPALDI led the flood-tide of world-class Brazilians who cascaded into Formula 1 during the early 1970s, and became the youngest-ever world champion at the age of 25 at the wheel of the Lotus 72. In 1974, Emerson joined the McLaren team and immediately made his mark, winning the second world championship in his career and the first-ever for the McLaren team. In 1975, Emerson captured a second-place finish in the championship race before leaving McLaren the next year to join his brother's fledgling Formula 1 team.

PERSONAL STATS

BORN	December 12, 1946
WORLD CHAMPIONSHIPS	2
GRANDS PRIX	149
WINS	14
MCLAREN CAREER SPAN	1974-1975



MP4/2

1980s

THIS IS WHAT legends are made of. With Niki Lauda and Alain Prost as the driving force, the MP4/2 won back-to-back Constructors' Championships and Drivers' Championships in 1984 and 1985. Lauda played a pivotal role in the car's development, working closely with the team's technical director John Barnard to refine the car's aerodynamics and handling, particularly in optimizing the car's cooling systems to suit his sensitive skin.

Powered by a TAG-Porsche engine, the MP4/2 featured several groundbreaking innovations, including a carbon-fiber composite monocoque chassis and an electronic active suspension system. Widely regarded as one of the most technically advanced cars of its time, the car's success helped establish McLaren as one of the most dominant teams in Formula 1 history.



PERFORMANCE SPECS

EXAMPLES BUILT	40
ENGINE	TAG-Porsche TTE PO1, 90° V6, turbo
POWER OUTPUT	800 bhp
WEIGHT	1,190.5 lbs



THE DRIVERS: NIKI LAUDA

AUSTRIAN Formula 1 driver Niki Lauda's storied career with McLaren Racing was nothing short of legendary. Not only did he win the 1984 Formula 1 World Championship while driving for the team, but his tenacity on and off the track was crucial to McLaren's success. Even after retirement, Niki continued to serve as a consultant for McLaren, playing a key role in multiple championships. In fact, the MP4/2 drove Niki Lauda to his last Grand Prix win in the 1985 Dutch Grand Prix.

PERSONAL STATS

BORN	February 22, 1949
WORLD CHAMPIONSHIPS	3
GRANDS PRIX	177
WINS	25
MCLAREN CAREER SPAN	1982-1985



1980s



MP4/4

1980s

AFTER FIVE test laps in the new MP4/4, Alain Prost told McLaren Team Principal Ron Dennis that the car would win the World Championship. He was right. The MP4/4 was the perfect package, according to McLaren Chief Mechanic Neil Trundle – lightweight, outstanding downforce, highly efficient brakes, fantastic suspension, and a fabulous V6 engine, making it one of the greatest racecars ever engineered.

Driven by Alain Prost and Ayrton Senna, the MP4/4 was raced 16 times in 1988 – winning 15 of those races, including the Brazilian Grand Prix in Rio and the U.S. Grand Prix in Detroit. With a win ratio of nearly 94%, the MP4/4 remains Formula 1's most dominant machine.

PERFORMANCE SPECS

EXAMPLES BUILT	6
ENGINE	Honda RA168E Turbo V6
POWER OUTPUT	700 bhp
WEIGHT	1,191 lbs



THE DRIVERS: AYRTON SENNA

ARGUABLY THE GREATEST Formula 1 driver of our time, Brazilian-born Ayrton Senna drove for McLaren for six seasons, compiling 41 career wins and capturing the world championship in 1988, 1990, and 1991. Perhaps his greatest drive of all came in the 1993 European Grand Prix at Donington Park, where at the wheel of the Cosworth-engined MP4/8, he outclassed a full field of rivals on a wet track. Much like Bruce McLaren, Ayrton's life was tragically cut short when he died at the age of 34 from injuries sustained during the San Marino Grand Prix on May 1, 1994. So great was Ayrton's impact on McLaren that the brand named its track-focused Senna road car after him.

PERSONAL STATS

BORN	March 21, 1960
WORLD CHAMPIONSHIPS	3
GRANDS PRIX	162
WINS	41
McLAREN CAREER SPAN	1988-1993



1980s-1990s



F1

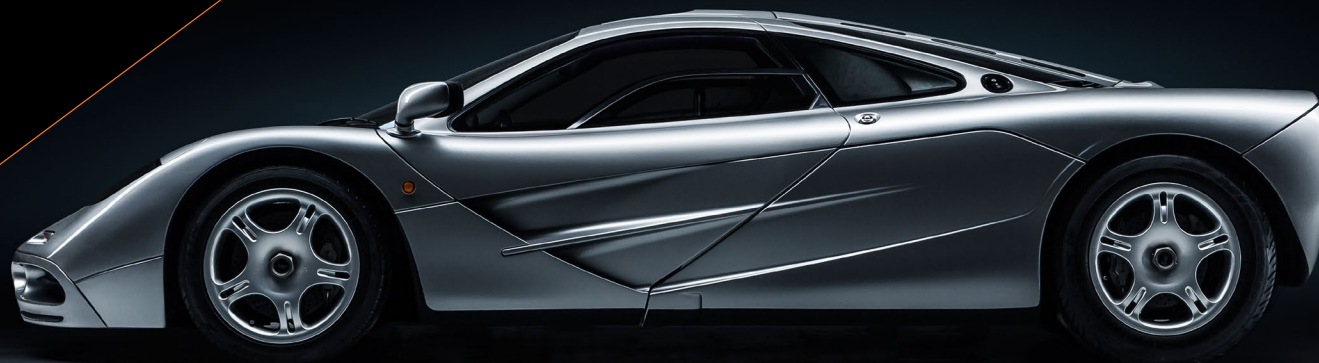
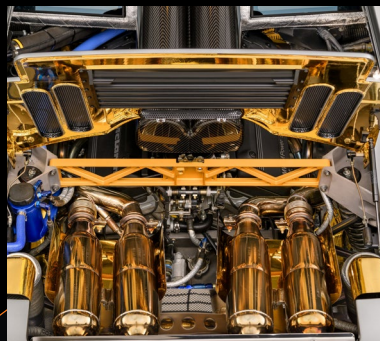
1990s

BEAUTIFUL TO LOOK at and exhilaratingly fast, the record-slaying McLaren F1 changed supercar history. A technological masterpiece, it was the world's first carbon-fiber road car, the world's fastest production car, and is still the fastest naturally aspirated road car ever built. Chief designer Gordon Murray and his team deliberated every millimeter of the F1's design to create the world's most thrilling car. Light, strong, safe, and aerodynamically sublime, the F1 was so far ahead of its time that its engineering highlights still feature on today's McLarens.

Only 106 models of "the ultimate road car" were built between 1992 and 1998. Of those 106, only 64 were the F1 road-car configuration.

PERFORMANCE SPECS

EXAMPLES BUILT	106
ENGINE	BMW V12
POWER OUTPUT	627 bhp
WEIGHT	2,509 lbs



MP4/13

1990s

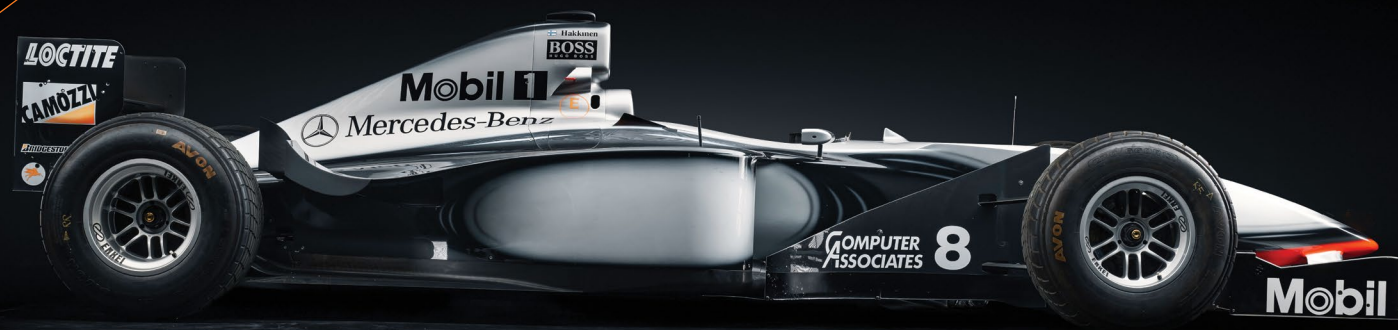
THE YEAR 1998 marked the first for Adrian Newey at McLaren since coming over from Williams Racing the previous year. Contractual restrictions meant Newey couldn't play an active role in the 1997 season, which gave him time to consider the impact of ever-evolving racing regulations. As Mercedes-Benz poured its expertise into the development of the new FO 110G V10, Newey and his team spent an incredible 12,000 man-hours in just one year finding through minor adjustments new ways to recover the downforce sacrificed to the new rules. The end result: the MP4/13.

Driven by Mika Häkkinen, this new powerhouse sped to eight race victories and clinched the Drivers' World Championship with a flawless flag-to-flag victory in the Japanese Grand Prix at Suzuka.



PERFORMANCE SPECS

EXAMPLES BUILT	7
ENGINE	Mercedes-Benz FO 110G V10
POWER OUTPUT	760 bhp
WEIGHT	1,322 lbs



THE DRIVERS: MIKA HÄKKINEN

NICKNAMED "The Flying Finn," Mika Häkkinen captured the 1998 and 1999 Formula 1 World Championships driving for McLaren. He is one of three Formula 1 drivers from Finland to win the World Championship, and the only Finn to win it more than once. After Michael Andretti's departure from McLaren, Mika was promoted from test and development to the race team, assuming leadership in 1994. But it was in 1995, that he started on the road to stardom as McLaren began its partnership with Mercedes-Benz. That same year, Mika survived a serious accident during practice for the Australian Grand Prix at Adelaide. After recovering, he would return to racing and compete until his retirement following the 2001 season. Today, Mika serves as a McLaren Ambassador and stands as one of the greatest drivers in team history.

PERSONAL STATS

BORN	September 28, 1968
WORLD CHAMPIONSHIPS	2
GRANDS PRIX	165
WINS	20
McLAREN CAREER SPAN	1993-2001



1990s-2000s



MP4-12C

2010s

McLAREN'S FIRST road car since the iconic F1, the MP4-12C was designed for speed and handling. Boasting a sleek, aerodynamic, lightweight Carbon MonoCell, this first-ever production car entirely designed and built by McLaren looks like it's flying whether on the road or standing still.

One of the most impressive innovations of the MP4-12C is its brake steer system. Using advanced technology to help handle corners, the system kicks in, applying the brakes to the inside rear wheel, allowing the driver to stay in control and power out of the curve with speed and precision.

Adding to the superior handling is Proactive Chassis Control (PCC) – an iteration of which exists in McLaren road cars today. A unique suspension system, PCC uses hydraulically interconnected dampers to provide exceptional control and stability on the road. This allows the MP4-12C to maintain a flat and stable ride, even during aggressive cornering.

PERFORMANCE SPECS

0 – 60 MPH	3.1 seconds
TOP SPEED	207 mph
POWER OUTPUT	616 bhp
WEIGHT	2,956 lbs



P1

2010s

IN KEEPING with Bruce McLaren's reputation for constant innovation, the P1 is an adrenaline-fueled engineering masterpiece. With only 375 examples built, this limited-edition plug-in hybrid supercar combines striking design with cutting-edge technology whose complexity can be compared more to that of an aircraft or Formula 1 car than a conventional auto.

Pushing the boundaries of performance, the P1's active aerodynamics system generates extra downforce, ensuring unmatched stability and control during high-speed driving while a carbon-fiber monocoque chassis keeps it lightweight and strong. Since its debut in 2013, the P1 has remained one of the finest supercars in the world, competing head-to-head in both design and performance.

PERFORMANCE SPECS

0 – 60 MPH	2.8 seconds
TOP SPEED	217 mph
POWER OUTPUT	903 bhp
WEIGHT	3,075 lbs



720S

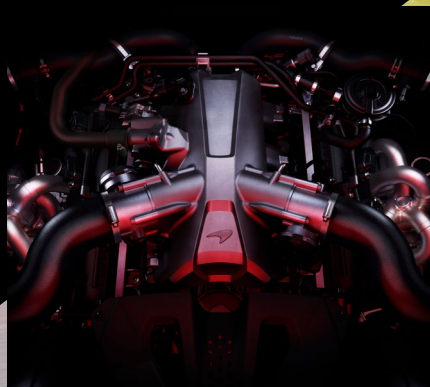
2010s

ITS SHAPE inspired by a teardrop, the 720S is a force of nature. Design and engineering come together in breathtaking balance to deliver on McLaren's design philosophy of "everything for a reason." From the featherweight monocoque construction and twin-turbocharged V8 configuration to the electro-hydraulic steering and ultra-sophisticated suspension system, all work in harmony to provide both finesse and feedback, engaging car and driver alike.

The sheer power and beautiful simplicity of the 720S give it the distinction as one of today's greatest supercars.

PERFORMANCE SPECS

0 - 60 MPH	2.9 seconds
TOP SPEED	212 mph
POWER OUTPUT	710 bhp
WEIGHT	2,828 lbs



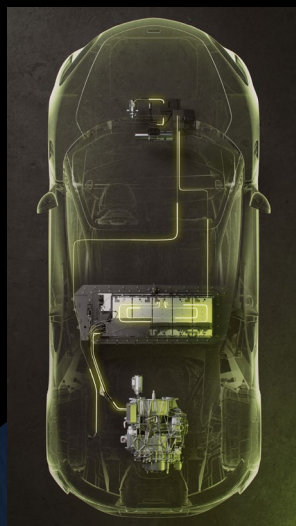
ARTURA

2020s

WITH ARTURA, McLaren enters an all-new era with our first-ever hybrid supercar. For this groundbreaking vehicle, we started with a clean sheet. The McLaren Carbon Fiber Lightweight Architecture (MCLA) – also used in the Artura GT4 race car – is all-new, as is the High-Performance Hybrid V6 powertrain. Artura's aerodynamic efficiency is also more advanced than ever, helping shape a minimal, beautiful design. From the rear suspension to the advanced E-differential, every new element contributes to a uniquely intense driving experience.

PERFORMANCE SPECS

0 – 60 MPH	3.0 seconds
TOP SPEED	205 mph
POWER OUTPUT	671 bhp
WEIGHT	3,075 lbs



ARTURA GT4

2020s

THE ARTURA GT4 is purpose-built to dominate the track in GT4-class racing. A 3.0-liter V6 twin-turbo (non-hybrid) engine, brand-new McLaren Carbon Fiber Lightweight Architecture (MCLA), and air jack system provide several advantages over its predecessor. In addition, full motorsport electrical architecture with Bosch Motorsports systems integrated with automotive TCU and 7-speed SSG transmission with motorsport calibration and mechanical LSD power serious racers over the finish line.

Not only is the Artura GT4 more powerful, it's also notably lighter. An aggressive aerodynamic kit adds to the sculpted exterior features of the car with a natural fiber front splitter, front single dive planes, and adjustable rear wing designed to intimidate the competition while boosting performance.



Today, McLaren looks ahead to the next 60 years and beyond as we continue to honor a legacy that takes us **#ForeverForward.**

JOIN THE TEAM

Immerse yourself in McLaren history and learn what's next for the brand through our exclusive email communications.

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