# McLaren 750S Turbo V8 Performance and Track Review



**McLaren 750S Turbo V8 Performance Review**

McLaren has unveiled significant updates to its Ricardo-built turbo V8 engine in the new 750S, claiming improvements in tuning the harmonics and boosting certain key frequencies through a new stainless steel exhaust. The result is a louder, somewhat crisper sound, though some still find it grumbly and coarse.

Despite the sound, the 750S's performance is noteworthy. The M840T V8 engine offers a powerful, non-linear power delivery, with frenetic surges between 2500rpm and 5000rpm, giving a sensation of being launched from a catapult. The engine smooths out from 5500rpm to its 8100rpm redline, offering improved pedal precision and a crisper response.

Performance metrics indicate the 750S is marginally faster than its predecessor, the 720S. Testing at Millbrook showed it was 0.2 seconds quicker from 0 to 100 mph and 0.1 seconds faster over a standing quarter mile, though it lags behind the Ferrari 296 GTB in these metrics.

McLaren has introduced a second launch control mode for more expressive drama and controlled wheelspin. The gearbox is lauded for positive shifts, and the brakes are supremely powerful, outperforming the 720S significantly, though still behind the Ferrari 296 GTB in stopping distance.

**Track Performance at Anglesey Circuit**

On the track, the 750S demonstrated strong speed and handling stability, allowing significant roll-on cornering speed. However, the shorter gearing and increased torque led to difficulties in tighter corners, causing either traction control engagement or rear-wheel spinning. Consequently, the 750S was a tenth slower around Anglesey Circuit compared to the 720S, even on Trofeo R tyres.

In other automotive news, Nokian Tyres and UPM are collaborating to introduce a concept tyre made with a new renewable material aimed at replacing part of the carbon black used in tyre production.

**End of Free Content**