

ZENVO · ST1 / TS1 GT / TSR / TSR-S / TSR-GT · <~50 CARS · + AURORA

PRE-PURCHASE PROTOCOL - BUYER CHECKS · SPECIALIST PPI · RED FLAGS

Compiled from Supercar Models Paper 132 - Zenvo, Model File 117 and specialist review · Members only · v1

A · BUYER CHECK - PRÆSTØ IS THE REGISTER

- ☐ **Identity and build verified with Zenvo** - chassis, model, specification, build history - on a fleet of a few dozen the factory is the only source of truth; a story it cannot confirm does not exist
- ☐ **Factory support eligibility confirmed in writing** - a Zenvo inside Præstø's care and records is a different asset from one outside - the support relationship transfers deliberately, or the price reflects its absence
- ☐ **Update and software state current** - the first platform evolved continuously - factory updates and revisions are part of the car's identity; state pulled from the factory, never assumed
- ☐ **Originality against the build record** - engines, wing systems, cooling updates, cosmetic changes - factory-documented evolution is history; undocumented deviation is a finding

B · BUYER CHECK - AT THE CAR

- ☐ **Cooling systems proven warm** - the marque's formative weakness - radiators, pumps, hoses, fans and heat shielding inspected and proven at full temperature, with the ST1 era's history explicitly in mind
- ☐ **TSR-S: the wing cycled and calibrated** - the centripetal mechanism actuated through its full envelope - response, calibration, mounting condition; repairs are factory-only and priced accordingly
- ☐ **Electronics exercised in full** - small-fleet electronics age individually - every system, warning state and data function cycled; refinement history documented
- ☐ **Storage regime evidenced** - tender, fuel age, exercise routine - each car's regime is its own reliability record on a fleet without statistics
- ☐ **Tyres and consumables dated** - low-volume fitments age out - date codes, brake condition, fluid ages by calendar

THE FIVE ZENVO RULES

Factory: Præstø is the register, the parts supply and the truth - buy with it or not at all. History: the early file is known and public - a car carries its resolution papers or carries it open. Updates: the platform evolved continuously - state is identity. Market: no comparables exist - price from list history, documents and negotiation; anyone citing comparables is citing hope. Concentration: the marque is one small organisation - insure and price that fact, in both directions.

D · SPECIALIST PPI - FACTORY HANDS, ALWAYS

- ☐ **The PPI is factory-led or factory-approved** - no independent Zenvo bench exists anywhere - Præstø or its authorised partners, with written output; generic exotic inspection reads nothing here
- ☐ **Structure surveyed with the maker** - carbon body and structure, bonding, mounting points - repair signatures mapped against factory records; NDT on doubt
- ☐ **Powertrain proven under load** - boost systems (turbo/supercharged per model), fuelling, temperatures through the range - dyno or data verification preferred to impressions
- ☐ **Wing and active systems verified** - TSR-S centripetal wing, active aero on later cars - actuation logged with position sensing; calibration state from the factory
- ☐ **Cooling capacity validated** - not just leak-free but capable - sustained-load temperature behaviour observed; the formative file demands it
- ☐ **Documentation reconciled with Præstø** - service invoices, update records, transport history - gaps between the factory file and the seller's story are the finding

E · MODEL-PROFILE SPECIFIC

THE ST1 / TS1 ERA CAR

- ☐ **The resolved-history purchase** - cooling and electronics evolution documented, fires-era file closed on this chassis - the resolution papers are the value

THE TSR-S / TSR-GT

- ☐ **The signature profile** - wing calibration, update state, factory file - the marque's strongest current case; 3 TSR-GTs are unique by definition

THE AURORA POSITION

- ☐ **A contract purchase, T.33 doctrine** - 50 Tur + 50 Agil, deliveries from H2 2027 - position verified with the factory, priced off ~€2.6-2.8M+ list; premiums are bets on an unbuilt register

FINDINGS & NOTES

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F · RED FLAGS - WALK-AWAY CONDITIONS

- ☐ **A car the factory cannot verify or will not support** - on this fleet there is no second opinion available
- ☐ **ST1-era history without resolution papers** - the file is public; a car without its closure carries it open
- ☐ **Update or software state unverifiable** - the platform evolved continuously - unknown state is unknown car
- ☐ **Wing or cooling faults explained as character** - the signature system and the formative weakness - both are findings
- ☐ **Undocumented structural repair** - factory involvement or walk away - no third option exists
- ☐ **Valuation argued from comparables** - there are none - the claim itself is the flag
- ☐ **Support relationship not transferable** - the custody model is the relationship; without it, price accordingly
- ☐ **Seller avoiding Præstø** - on a fleet the factory knows car by car, avoidance is information

G · THE TRANSACTION - HOW A ZENVO TRADES

- ☐ **A private, factory-orbit market** - no transparent auction benchmark exists for any model - cars move between collectors the factory usually knows; every deal is negotiated from documents
- ☐ **List history as the only frame** - ST1 ~€1M+ · TSR-S ~€1.5M · TSR-GT above · Aurora ~€2.6-2.8M+ - original pricing anchors negotiation; no bands are published for the used fleet (unknown, not guessed)
- ☐ **The factory consulted before the wire** - verification, support transfer, parts outlook for the specific car - and the relationship handover planned as part of the transaction
- ☐ **Logistics priced in** - major work ships to Denmark - transport, import and service logistics belong in the price conversation, not after it
- ☐ **Custody budgeted before completion** - annual €5-15K with logistics · bespoke work by quote and lead time · five-year frame €50-150K wide - accepted in writing

H · FIRST WEEK OF OWNERSHIP

- ☐ **The factory relationship established** - ownership registered in Præstø, support scope and contacts agreed, update state pulled fresh - the relationship is the custody model; begin it before the car moves
- ☐ **The baseline recorded** - cooling temperatures under load, wing calibration values, electronics states, photographic survey - the reference forever, on a fleet with no statistics
- ☐ **The archive consolidated** - build record, update history, resolution papers (ST1 era), service invoices - indexed, copied, insured with the car
- ☐ **The exercise discipline installed** - regular full-temperature runs, systems cycled, tender in storage - each car's regime is its own reliability record; write yours deliberately
- ☐ **The insurance bound correctly** - agreed value negotiated (no comparables exist - document the basis), factory repair control explicit, transport to Denmark covered - concentration risk named in the policy file

NOTES FOR THE LONG HOLD

- ☐ **Keep the relationship warm** - the factory is register, parts supply and truth - visits, events and correspondence are custody, not courtesy
- ☐ **Watch the Aurora as the marque's variable** - a delivered, successful 100-car register reprices everything behind it - and its slippage or struggle would too; both belong in this car's file
- ☐ **The paper outranks the checklist** - Supercar Models Paper 132 and Model File 117 carry the reasoning - this protocol is the operational summary, not a substitute

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