

McLAREN SENNA

TRACK-PROVENANCE PROTOCOL · CARBON · AERO · HYDRAULICS · CAMPAIGNS

Compiled from public sources, the McLaren Senna, its Model File and specialist review · Personal use only · v2.1

WHAT THIS CHECKLIST IS, AND WHAT IT IS NOT

This checklist gives an enthusiast the context to follow what is being discussed around an Ultimate Series transaction: inspection reports, track files, auction descriptions. It replaces nothing. The Senna is a collector car whose value is TRACK-PROVENANCE DRIVEN — 500 cars, sold on application, trading through specialist dealers and networks, and judged on carbon structure, aero condition and the honesty of the track file as much as on the drive. Our standing recommendation is strict: a McLaren specialist with documented Ultimate Series experience, including composite inspection capability — and for the carbon verdict, not a specialist: the specialist. Without that verdict, do not touch the car.

A · PROVENANCE, TRACK FILE & PAPERWORK

- ☐ Identity first: build number of the 500, MSO configuration, certificates — chassis data and documentation, never badges.
- ☐ TRACK FILE assembled: track days, brake history, tyre history, suspension revisions, accidents, carbon repairs — unclear history is the problem, not use.
- ☐ Campaign proof in the dossier: 19V613 (harness re-route) and 20V231 (tank pad) closed by VIN, with invoices.
- ☐ Carbon structure: accident and repair history complete, with engineering documentation — or the file closes.
- ☐ Aero inventory: wing, splitter, canards, diffuser — condition and any replacements invoiced.
- ☐ Hydraulic system history: accumulator work invoiced.
- ☐ Battery regime documented: tender use — a flat 12V can immobilize the car.
- ☐ Software updates on record — early cars received several.
- ☐ Originality inventory: paint, PPF, wheels, exhaust, books, keys.
- ☐ PCCB history: measurements on record, read against the track file.

B · AT THE CAR · WITH THE SPECIALIST

- ☐ Cold start filmed: the M840TR is the robust part — anomalies count double.
- ☐ Underbody and tub read by carbon-competent eyes: delamination, repairs, grounding, jacking points.
- ☐ Aero walked piece by piece: wing mounts and hydraulics, splitter, canards, diffuser — damage priced, not admired.
- ☐ Rear wing cycled: airbrake function, calibration, speed, fault entries.
- ☐ Front flaps cycled; hydraulic pump listened for at standstill.
- ☐ PCCB surfaces and edges; pad picture discussed from measurements.
- ☐ Tyres read: DOT, heat cycles; wheels checked for cracks and kerb contact.
- ☐ Suspension: ride height even, damper response, wishbone play.
- ☐ Harness routing area sighted (19V613 rework done); fuel area sighted (20V231 story).
- ☐ Interior: carbon seats, harness dates where fitted, switchgear function.
- ☐ Battery voltage read; error memory before and after the drive.
- ☐ Every finding photographed for the collector dossier.

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C · SPECIALIST SCOPE (MINIMUM)

- ☐ A McLaren specialist with documented Ultimate Series experience — composite inspection capability mandatory.
- ☐ Full scan before and after the drive: DME, SSG, RCC II, BCM, display — fault history read, not cleared.
- ☐ Monocage III and aero carbon: NDT on any doubt — the carbon verdict is the first verdict.
- ☐ Hydraulic pressure test, pump runtime, accumulator health; wing and flap calibration verified.
- ☐ SSG adaptation values; launch counters read.
- ☐ Boost log both banks; wastegate function; charge-air leak check.
- ☐ PCCB measured (thickness/weight); wear priced against the track file.
- ☐ Campaign completion verified in the dealer system and physically where visible.
- ☐ Suspension geometry printout against spec; revision history verified.
- ☐ Battery and charging test; parasitic-drain measurement on doubt.
- ☐ Software audit: every module against McLaren's current state.
- ☐ PPI cost at this level follows the car, not a rate card — budget at Ultimate Series scale and obtain quotes.

D · PRICE & INVESTIGATION ITEMS

The drivetrain is the quiet certainty: the money lives in the carbon, the aero, the ceramics and the honesty of the track file.

- ☐ Aero damage: wing to a very high five-figure sum, splitter high four to five figures — quoted before purchase.
- ☐ PCCB wear: measured and priced (>€15,000 exposure) against the track file.
- ☐ Carbon findings: engineering quote before purchase, or no purchase.
- ☐ Accumulators due: the standing McLaren line item.
- ☐ Open campaigns: closed before delivery — and the proofs archived in the dossier.
- ☐ Suspension revision after track use: itemized by specialist quote.
- ☐ Originality gaps: sourced and priced — 500-car parts are not catalogue items.
- ☐ Negotiate from the collector dossier: never from the odometer alone.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- An unclear track history — the one thing worse than a hard one.
- Carbon or aero repair without engineering documentation.
- Open 19V613 or 20V231 on a car presented as sorted.
- Wing or flap hesitation dismissed as calibration.
- Fault memory cleared before viewing, or scan refused.
- Battery-dead car shown "ready to view" after a jump start.
- Originality claims without the inventory.
- A seller who resists the specialist-level inspection.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ Collector dossier archived: track file, carbon report, aero inventory, campaign proofs, PCCB measurements.
- ☐ Battery tender installed; brake fluid and alignment set to the track doctrine.
- ☐ Specialist relationship established — the Senna is owned through its file, and driven as intended.

"The Senna is a track car with a number plate: buy the carbon verdict, the aero, the ceramics and an honest track file — the engine will simply keep going."

Deep dive: Supercar Models Paper 58 · Model File 58 · Owner's Intelligence series.