

ELVA · SABRE · SOLUS GT

THREE PROTOCOLS · COLLECTOR AUDIT · MSO PROVENANCE · MOTORSPORT INSPECTION

Compiled from public sources, the McLaren Ultimate Collection, 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 three very different transactions, and it replaces nothing. The Ultimate Collection is not one protocol but three: the ELVA takes a road PPI plus the Ultimate collector audit — the SABRE takes an MSO provenance and authenticity audit on Senna/720-derived technology — and the SOLUS GT leaves classical PPI entirely: it takes a motorsport technical acceptance inspection, where hours and rebuilds replace kilometres. At these populations (149, 15, 25 cars) our standing recommendation is strict: McLaren, MSO or McLaren Motorsport themselves, or the one specialist the collector market recognizes on the exact car. Not a specialist: the specialist. Without that verdict, do not touch the car.

A · ELVA · ROAD PPI + COLLECTOR AUDIT

- ☐ Identity first: build number of the 149, windscreen specification, original market spec — factory configuration, never retrofits.
- ☐ AAMS exercised: inlet, flaps, actuators, ducts, software — a dead AAMS is a dead defining feature, not a comfort fault.
- ☐ ROPS: system DTCs, actuators, covers — any deployment history escalates the inspection.
- ☐ SCB 00 N 010 (airbag resistance/connector) closed and documented — the one clean OEM point.
- ☐ Three-panel carbon body read in raking light; PPF never accepted as proof of clean carbon beneath.
- ☐ Stone-chip zones inspected: nose, AAMS inlet, cockpit leading edges.
- ☐ PCC II: accumulator age, pressures, pump behaviour.
- ☐ 12V and parking-days regime documented: maintainer history over mileage.
- ☐ Collector audit: charger, keys, manuals, tools, PPF/paint history.
- ☐ Carbon structure: accident file with engineering documentation — or the file closes.

B · SABRE · THE MSO PROVENANCE AUDIT

- ☐ Provenance is the file: build sheet, MSO commissioning records, original owner and specification.
- ☐ Authenticity: unique paint, interior, numbered car-specific details verified against MSO records.
- ☐ US layer: original US VIN, federal compliance, import/export and homologation history on travelled cars.
- ☐ Base PPI per Senna/720 protocols: carbon, hydraulics, active systems, campaigns by VIN.
- ☐ Bespoke aero and body parts: condition priced with MSO-only replacement in mind.
- ☐ No fleet statistics exist at 15 cars: every finding is a single-car finding, judged as such.
- ☐ Recall record per formulation discipline: nothing found ≠ nothing exists — dealer-system check mandatory.
- ☐ Every finding photographed for the collector dossier.

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C · SOLUS GT · MOTORSPORT INSPECTION

- ☐ The logbook first: engine hours, gearbox hours, chassis hours, track events, offs, crashes, rebuilds.
- ☐ Engine per motorsport schedule: hours since rebuild, over-rev data, compression/leakdown, oil analysis, borescope.
- ☐ Sequential gearbox: dog condition, actuator, paddles, oil analysis — hours since rebuild.
- ☐ Carbon racing clutch: wear, bite, heat and launch history — not judged by road logic.
- ☐ Stressed-member check: engine/gearbox cases, mounts and pickups as STRUCTURE, with NDT early.
- ☐ Aero integrity: splitter, floor, tunnels, diffuser, wing — curb strikes hit aero and structure at once.
- ☐ Setup recorded: springs, dampers, ride height, corner weights, alignment — setup is history.
- ☐ Canopy: rails, actuator, seals, emergency release, transparency, cracks.
- ☐ Safety equipment dated: harness expiry, fire system, HANS, cutoffs.
- ☐ Driver fit assessed: refit required for a new driver — a real cost, in the file.
- ☐ Tyres as lifed components: heat cycles, dates, sets, storage, compound.
- ☐ Support equipment inventoried: spares, chargers, diagnostics, transport, stands, pit gear.

D · PRICE & INVESTIGATION ITEMS

Three cars, one rule: manufactory and motorsport quotes only — nothing here has a catalogue price.

- ☐ Elva AAMS or ROPS findings: McLaren-level quotes — defining features, not options.
- ☐ Elva carbon-panel damage: three big panels mean big repairs — collector-relevant immediately.
- ☐ Sabre bespoke parts: MSO or re-fabrication only — priced before purchase.
- ☐ Solus engine/gearbox near rebuild intervals: the rebuild IS the negotiation.
- ☐ Solus support-equipment gaps: expensive to replace — inventoried and priced.
- ☐ Driver refit on a Solus resale: budgeted as part of the transaction.
- ☐ Missing documentation on any of the three: priced as identity risk, not paperwork.
- ☐ Negotiate from the file — hours, provenance, audits — never from the odometer.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Carbon or structural repair without engineering documentation — on any of the three.
- Elva: AAMS inoperative and minimized, or a ROPS deployment with no story.
- Elva: windscreen configuration not matching the factory record.
- Sabre: MSO provenance incomplete or unverifiable.
- Solus: logbook gaps — hours, offs or rebuilds unaccounted.
- Solus: expired safety equipment presented as ready to run.
- Support equipment missing on a car priced as complete.
- A seller who resists the factory- or motorsport-level inspection.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ The dossier archived per protocol: collector audit (Elva), MSO provenance file (Sabre), racing logbook baseline (Solus).
- ☐ Storage, battery and maintenance regimes set per car; safety-equipment dates calendared (Solus).
- ☐ The factory relationship established — these cars are owned through McLaren, MSO or McLaren Motorsport.

“Three cars, three disciplines: audit the Elva, authenticate the Sabre, and read the Solus like the race car it is. The only mistake is using one protocol for all three.”

Deep dive: Supercar Models Paper 61 · Model File 61 · Owner's Intelligence series.