

MODEL FILE 49 · COLLECTOR CATEGORY · McLAREN · HALO PROTOCOL

McLAREN F1

BMW S70/2 V12 · 627 PS · 1992–1998 · 64 ROAD CARS · LM · GT

THE CAR IN BRIEF · OUTSIDE THE NORMAL RANGE

THE FAMILY

The register opens the McLaren marque at the top: F1 Road Car (64 cars) · F1 LM (5 cars plus the XP1 LM prototype — the Le Mans homage, 680 PS, no comfort) · F1 GT (3 cars — the Longtail homologation road car: the record splits the count into two customer cars plus the prototype, both readings carried) · F1 GTR (28 race cars, with the Longtail as the late evolution) — 106 cars in total including the XP1–XP5 prototypes, 1992–1998. Per the dossier: Road Car, LM and GT are treated fully — the GTR racing programme runs as a reference chapter, not a purchase file.

WHY IT MATTERS

Far ahead of its time, and unlike anything after it: carbon monocoque, CENTRAL driving position, gold-foil heat shielding in the engine bay, magnesium and titanium components, the hydraulic airbrake — and deliberately NO ABS, no power steering, no driver aids: the car drives completely differently from any modern hypercar, by design. The register adopts the dossier's classification verbatim: COLLECTOR GRADE — PROVENANCE & PRESERVATION DRIVEN. Technical condition matters: authenticity, documentation and preservation set the value.

THE V12

BMW Motorsport's S70/2: 6.1-litre V12 — with one correction to the dossier: 627 PS (the 618 figure is the hp reading of the same 461 kW), 650 Nm, 7,400 rpm. Extraordinarily robust to this day: series problems in crankshaft drive, rod bearings, timing chains or valvetrain are practically undocumented. Register classification: ENGINE = VERY LOW FAILURE RATE. The 386.4 km/h record of 1998 (XP5) still frames the legend — and the engine is the least of a buyer's worries.

THE CRITICAL ITEMS

THE FUEL CELL

One of the most important points of the whole file: the F1 carries no classical tank construction but a FUEL CELL — a bag tank that AGES and must be replaced on schedule, regardless of use. The replacement ranks among the most expensive maintenance positions of the entire car: over €70,000 in today's practice. FUEL_CELL_DATE is a mandatory field: the cell's age is the first question of every file, and an out-of-date cell is priced as open work before any drive.

CARBON & GOLD FOIL

The monocoque is the absolute focus, as on the Carrera GT: delamination, repairs, underbody, accident truth, structure — originality is decisive, and any repair belongs in the file with full engineering documentation or the file closes. Body carbon: paint, UV, repairs, panel gaps. The GOLD FOIL in the engine bay is not show but heat shielding: originality, damage and evidence of previous work are read — disturbed foil is disturbed history.

MSO OR NOTHING

The service doctrine of the model, carried verbatim: a continuous McLaren Special Operations history is practically mandatory and materially drives value and authenticity. The factory's ownership model was built for it — down to the onboard MODEM through which customer care could read the ECU remotely (MODEM_PRESENT is a completeness field). A car with gaps outside the MSO world is not unsellable: it is a different asset, priced as one.

INSPECTION ZONES · AROUND THE STRUCTURE

DRIVETRAIN

The 6-speed manual is very robust: synchros, shift cables, clutch adjustment. The AP Racing triple-plate clutch is the nuance: no defect, but SENSITIVE — it needs regular adjustment and wears faster than modern constructions under imprecise use: five figures when due, and the adjustment history tells you how the car was driven. Differential and cooling: no known weaknesses — radiators, lines, fans checked as age.

CHASSIS, WHEELS & TYRES

Age is the finding: aluminium control arms, bearings, dampers, ball joints — many components are due for overhaul on time alone. Magnesium wheels: corrosion, cracks, runout — forensic at thirty years. Tyres are a serious topic: many cars stand for years — DOT ages, correct specification, and no historic rubber presented as usable. Brakes: steel, deliberately no carbon — period performance is a design fact, not a defect: discs, lines, calipers checked. The hydraulic AIRBRAKE: function, end positions, mechanism.

CABIN & ELECTRICS

Air conditioning: only average performance — known, by design, not a defect. Electrics: astonishingly simple by today's standards — battery (and its maintenance regime in storage), control units, instruments. The completeness inventory belongs here: tools, book pack, the fitted LUGGAGE set, modem, keys — at this level completeness is a core component of collector value.

LM · GT · THE US LAYER

LM & GT

The LM (5 cars + XP1 LM): 680 PS, no comfort, pure lightweight — documentation is everything, and one distinction is doctrine: MSO's later LM-SPEC CONVERSIONS of road cars are collector-distinct from the five original LMs — related, admired, and not the same asset. The GT (3 cars): the Longtail homologation road car, its own collector category — single transactions, single files.

THE US LAYER

Seven F1s were federalized for US road use by Ameritech: deleted side seats, changed headlights, raised bumpers, added weight ($\approx 1,288$ kg) and reduced official performance figures. Configuration truth is therefore a US-market field of its own: original European car, Ameritech car, or a later RE-CONVERSION — each documented, each priced as what it is. Show-or-display cars add their own paperwork layer.

FACTORY ACTIONS & MARKET

NO CAMPAIGN HISTORY

The dossier verifies: no known model-shaping governmental recall history exists — the relevant themes are exclusively maintenance, ageing and originality. The consequence is structural: on an F1 the MSO FILE REPLACES THE CAMPAIGN MATRIX — the register audits invoices and factory correspondence, not VIN databases.

STATUS & COST FRAME

The top of the collector market: provenance- and preservation-driven, with auction results and factory-brokered sales as the only reference points — no market bands, per the halo protocol. Working magnitudes (Sep 2026): annual service €20,000–60,000+ · fuel cell over €70,000 · clutch five figures · carbon repairs single-case, very high · MSO inspection priced at collector level. Maintenance doctrine: TIME, not kilometres — annually: oil, brake fluid, fuel-cell schedule, tyre age, battery.

627 PS

The S70/2, corrected: 618 hp equals 627 PS — and the engine is the least of the worries

106

Cars in total, 64 road: the fleet is a museum that occasionally drives

>€70k

The fuel cell: not a tank but a consumable — its date is the first question of the file

Sources: McLaren and BMW factory data verified September 2026 (S70/2 461 kW = 627 PS/618 hp at 7,400 rpm, 650 Nm; LM 680 PS; production 64 road/5+XP1 LM/3 GT (count split 2+prototype in parts of the record)/28 GTR/106 total; XP5 386.4 km/h 1998; onboard ECU modem; Ameritech: 7 US-federalized cars with documented modifications); fuel-cell, clutch-adjustment, carbon, gold-foil, wheel and completeness doctrine per the dossier and named specialist sources; no governmental recall history in the accessible record. Cost figures are MI working magnitudes; no market bands per halo protocol — auction results and factory-brokered sales are the reference.