

MODEL FILE 61 · ULTIMATE SERIES · McLAREN · GROUP FILE · HALO PROTOCOL

ELVA · SABRE · SOLUS GT

149 + 15 + 25 CARS · THREE CARS · THREE PROTOCOLS

THE COLLECTION IN BRIEF · THREE PROTOCOLS

THE SPLIT

Elva (149 cars — the ultra-light open Ultimate roadster, still closest to a normal road car) · Sabre (15 cars — an MSO few-off, built exclusively for selected US customers) · Solus GT (25 cars — track-only single-seater with a naturally aspirated V10). The most important conceptual distinction of the file, from the dossier: the ELVA takes a road PPI plus Ultimate collector audit — the SABRE an MSO PROVENANCE/AUTHENTICITY AUDIT on Senna/720-derived technology — the SOLUS GT a MOTORSPORT TECHNICAL INSPECTION, nothing less and nothing else. The three are never mixed.

THE STATISTICS DOCTRINE

At these populations it would be METHODICALLY WRONG to construct long lists of supposed "McLaren problems" — the fleets are simply too small: on the Sabre, NO MEANINGFUL FLEET STATISTICS exist at 15 cars, and the register says so. The formulation discipline is doctrine: "no publicly documented recall series FOUND — VIN and McLaren-internal campaign check remains mandatory", never "the car had no recalls". What the file carries instead: the few genuinely documented OEM points, and the audit protocols.

ELVA · ROAD PPI + COLLECTOR AUDIT

THE CONCEPT

One of the most radical road McLarens: no fixed roof, originally even no windscreen, a carbon body of only THREE large main panels, M840 4.0 V8 with 815 PS/800 Nm, PCC II, 1,148 kg dry — the lightest road McLaren of its time, per McLaren. Fewer comfort systems than Speedtail or P1 — which concentrates the PPI on carbon, AAMS, ROPS and the cockpit/windscreen configuration.

AAMS & ROPS

The ACTIVE AIR MANAGEMENT SYSTEM — McLaren's stated world first — routes air through the nose and over the cabin to create an aerodynamic calm zone in the open car. PPI: inlet, flaps, actuators, ducts, sensors, software, debris, damage. The doctrine: an Elva with defective AAMS is not a car with a broken comfort feature — one of its DEFINING technical characteristics is dead: AAMS_STATUS = HIGH. The deployable ROPS structure: system DTCs, actuators, covers, and any deployment history — after a rollover or ROPS deployment the inspection goes far deeper than bodywork.

SCREENS, CARBON &
CAMPAIGNS

Elvas exist WITH and WITHOUT windscreen by market: WINDSCREEN_SPECIFICATION and ORIGINAL_MARKET_SPEC are fields, and retrofits are never confused with factory configuration. The three-panel body makes any poor repair instantly collector-relevant — and on an open, extremely low car the stone-chip zones (nose, AAMS inlet, cockpit leading edges) are read closely: PPF is frequent, and NEVER accepted as proof of undamaged carbon beneath. The documented OEM point: service campaign SCB 00 N 010 — driver-airbag resistance and connector check (MDS readout, physical connector inspection on affected cars): HIGH, safety-related, and one of the few clean Elva-specific records. Battery/parking days per the handbook: 12V health, charger, maintainer history — more relevant than mileage on this fleet: PCC II accumulator age documented.

SABRE · THE MSO PROVENANCE AUDIT

THE FEW-OFF

15 cars, MSO, US-only: ≈824 PS/800 Nm from the 4.0 biturbo, 7-speed DCT, rear drive, ≈350 km/h — among the most powerful pure-combustion road McLarens ever built. Technically closely related to Senna and 720S Ultimate/Super Series hardware with MSO special components — but body, aero and configuration are highly individual: the base PPI is Senna/720-derived, and everything above it is the MSO AUTHENTICITY AUDIT. A damaged bespoke component may only be replaceable via MSO or re-fabrication — priced accordingly.

PROVENANCE & US SPEC

The centre of the file: build sheet, MSO commissioning records, original owner and specification, unique paint, interior, numbered car-specific details — at 15 cars practically every vehicle is individually traceable, and the register treats it so. US layer: ORIGINAL US VIN, federal compliance, import/export history — and on cars that later reach Europe or other markets, the homologation is checked cleanly. Recall record per the formulation discipline: no standalone NHTSA safety recall FOUND for the Sabre — the VIN and McLaren-internal campaign check remains mandatory.

SOLUS GT · MOTORSPORT INSPECTION

NOT A ROAD CAR

McLaren describes the Solus GT expressly as a car bound by neither road nor racing regulations — a commission for 25 customers: own carbon monocoque, under 1,000 kg, a 5.2-litre NATURALLY ASPIRATED V10 with more than 840 PS beyond 10,000 rpm, and ≈1,200 kg of downforce at 150 mph. A completely different engine family from every road McLaren: NO M840 service assumptions carry over. The protocol is a TRACK VEHICLE TECHNICAL ACCEPTANCE INSPECTION — and the racing logbook replaces the service book: ENGINE HOURS, GEARBOX HOURS, CHASSIS HOURS, TRACK EVENTS, OFFS, CRASHES, REBUILDS.

HOURS, NOT KILOMETRES

Engine: hours and hours-since-rebuild, over-rev data, compression/leakdown, oil analysis, borescope, valvetrain inspection schedule. Gearbox: a 7-speed SEQUENTIAL motorsport unit, not a DCT — hours since rebuild, dog engagement condition, oil analysis, shift actuator, paddle electronics. The carbon racing clutch is extremely light and not built for stop-and-go or prolonged manoeuvring: wear, bite point, heat and launch history. Tyres are LIFED COMPONENTS, not a PPI line: heat cycles, manufacturing date, sets, storage, pressures, compound.

STRUCTURE, SETUP & CANOPY

STRESSED-MEMBER architecture: engine and gearbox carry the structure — case damage can be STRUCTURAL damage, and mounts, housings and mounting points are inspected accordingly: monocoque pickups, floor, canopy aperture, engine mounting structure — with NDT deployed far earlier than on road cars. Aero is a massive check point: splitter, floor, tunnels, diffuser, wing, mountings — a curb strike can hit aero and structure at once. SETUP IS HISTORY: spring spec, damper settings, ride height, corner weights, alignment belong in the file — a "strangely driving" Solus may simply carry a wrong setup, not a defect. The jet-fighter sliding CANOPY is the sole access to the tailored single seat: rails, actuator, seals, emergency release, transparency, cracks — a special-parts case when damaged. DRIVER FIT is individual: seat, pedals, steering — a resale to another driver requires a refit, an MI-relevant cost. Safety equipment dated: harness expiry, fire system, HANS, cutoffs. Support equipment is part of the value — spare wheels, chargers, diagnostics, transport gear: missing kit is expensive to replace.

FACTORY ACTIONS & MARKET

THE RECORD

Elva: SCB 00 N 010 (driver-airbag resistance/connector) as the one clean documented OEM campaign — plus the marque's bulletin layer by VIN. Sabre and Solus GT: no publicly documented recall structure found — expected at 15 MSO cars and 25 unregulated track cars: on the Solus, NHTSA is the wrong lens entirely — McLaren technical bulletins, factory updates and vehicle-specific engineering instructions are the record. Service: McLaren, MSO, McLaren Motorsport or the recognized specialist — nothing else.

STATUS

Halo protocol across all three: no market bands — single transactions, single files. The Elva trades as the open Ultimate with configuration (windscreen spec) and AAMS/carbon status ranking the cars: the Sabre trades almost entirely on MSO provenance: the Solus GT trades as a customer-sport race car — hours, rebuild status, crash provenance and support-equipment completeness decide. Working exposure: manufactory and motorsport quotes only.

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Protocols in one file: road+collector, MSO provenance, motorsport inspection — never mixed

189

Cars across the collection (149+15+25): too small for failure statistics — files, not fleets

10,000

rpm from the Solus V10: hours and rebuilds count — kilometres are a road-car concept

Sources: McLaren factory data (Elva: 815 PS, three-panel carbon body, AAMS world first, ROPS, 1,148 kg, 149 cars; Solus GT: 25 cars, own monocoque, <1,000 kg, 5.2 V10 >840 PS/>10,000 rpm; Sabre 15 cars/≈824 PS per the public record); Elva SCB 00 N 010 airbag campaign per NHTSA-filed McLaren documents; no standalone recall found for Elva/Sabre/Solus in the accessible record (formulation per register discipline); protocols per the dossier. No bands per halo protocol.