

KIDSTON

1997

MCLAREN FI GTR LONG TAIL

**RACED EXTENSIVELY INCLUDING THE '97 LE MANS 24 HOURS,
RESTORED BY MCLAREN FOR OVER £1 MILLION**

CHASSIS NO. 025R



TIM LAYZELL

“Look, please don’t come back to me later to tell me you also want it to be a racing car, because I’m fighting against all my background experience and instincts here to make it a true, pure road car... and that will compromise it for ever as a racer.”

Gordon Murray’s thoughts on taking his new supercar, the McLaren F1, onto the racetrack.



MCLAREN FI GTR LONG TAIL

The GTC Competition, Gulf Team Davidoff 1997 FIA GT Championship entry

The subject of a £1.1m+ restoration at McLaren Special Operations, with only test miles covered since

The longest serving FI GTR, the car that made the model's last-ever race appearance (Fuji, September 2005)

Factory road conversion, with £1m spares package including zero hours rebuilt spare Le Mans engine

The first FI to be certified under the factory's authentication programme

UK tax paid and appropriately road registered ('GTR 25R')



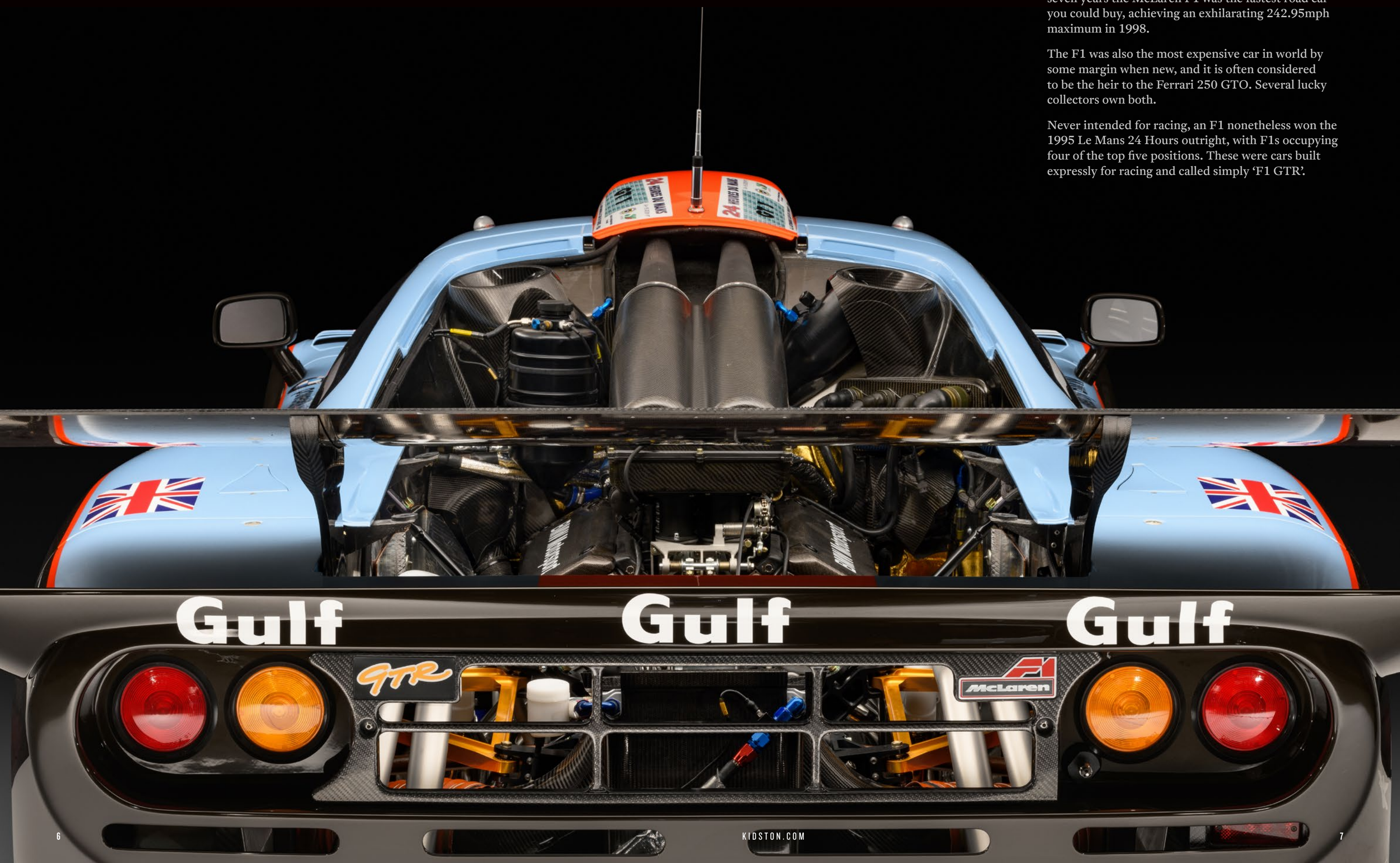
GTR

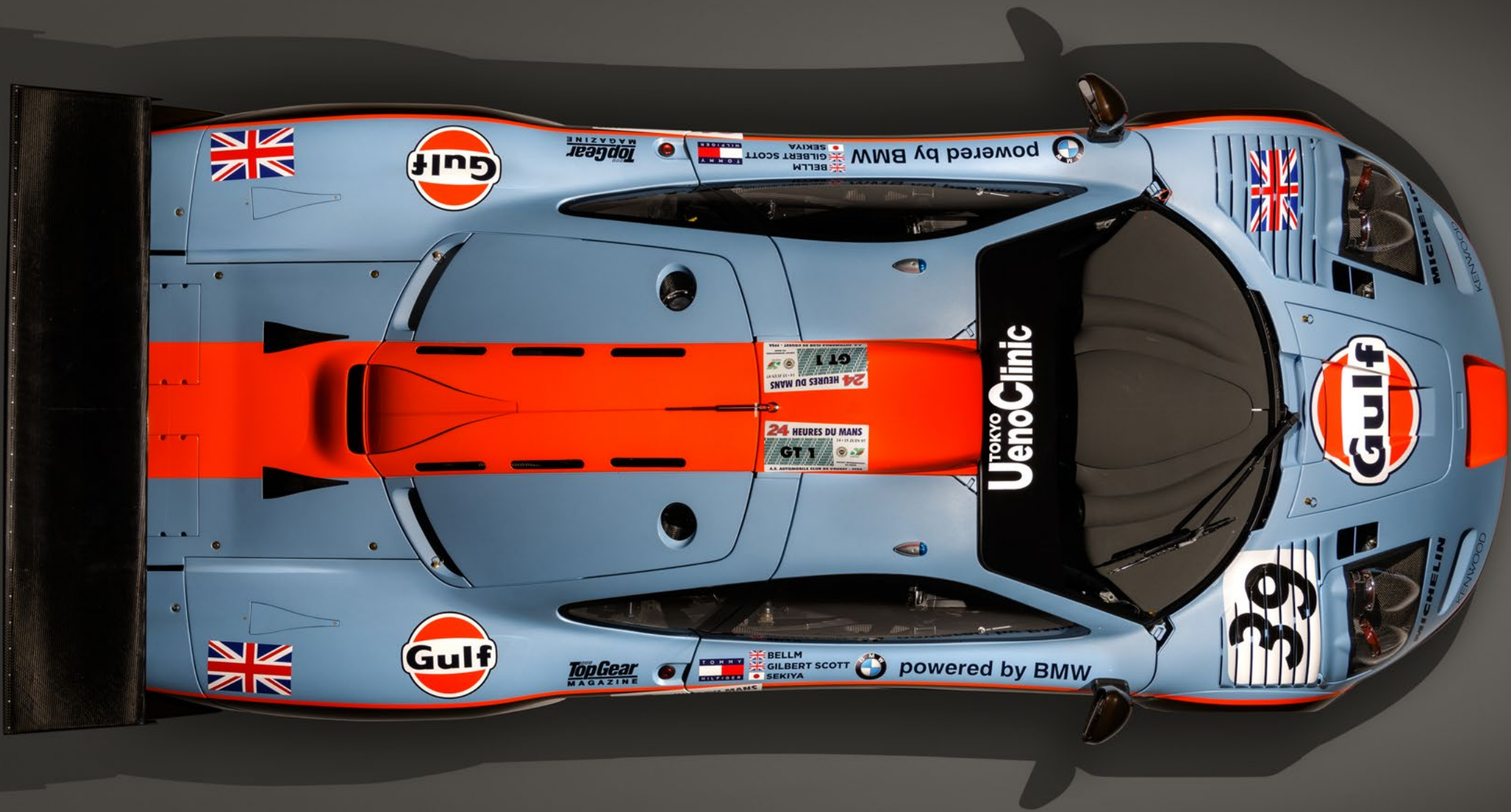
Just over three years after its launch in May 1992 in Monaco, on debut, McLaren F1 GTRs finished 1st, 3rd, 4th, 5th and 13th at the 1995 Le Mans 24 Hours

Sometimes termed the 'thinking man's supercar', for seven years the McLaren F1 was the fastest road car you could buy, achieving an exhilarating 242.95mph maximum in 1998.

The F1 was also the most expensive car in world by some margin when new, and it is often considered to be the heir to the Ferrari 250 GTO. Several lucky collectors own both.

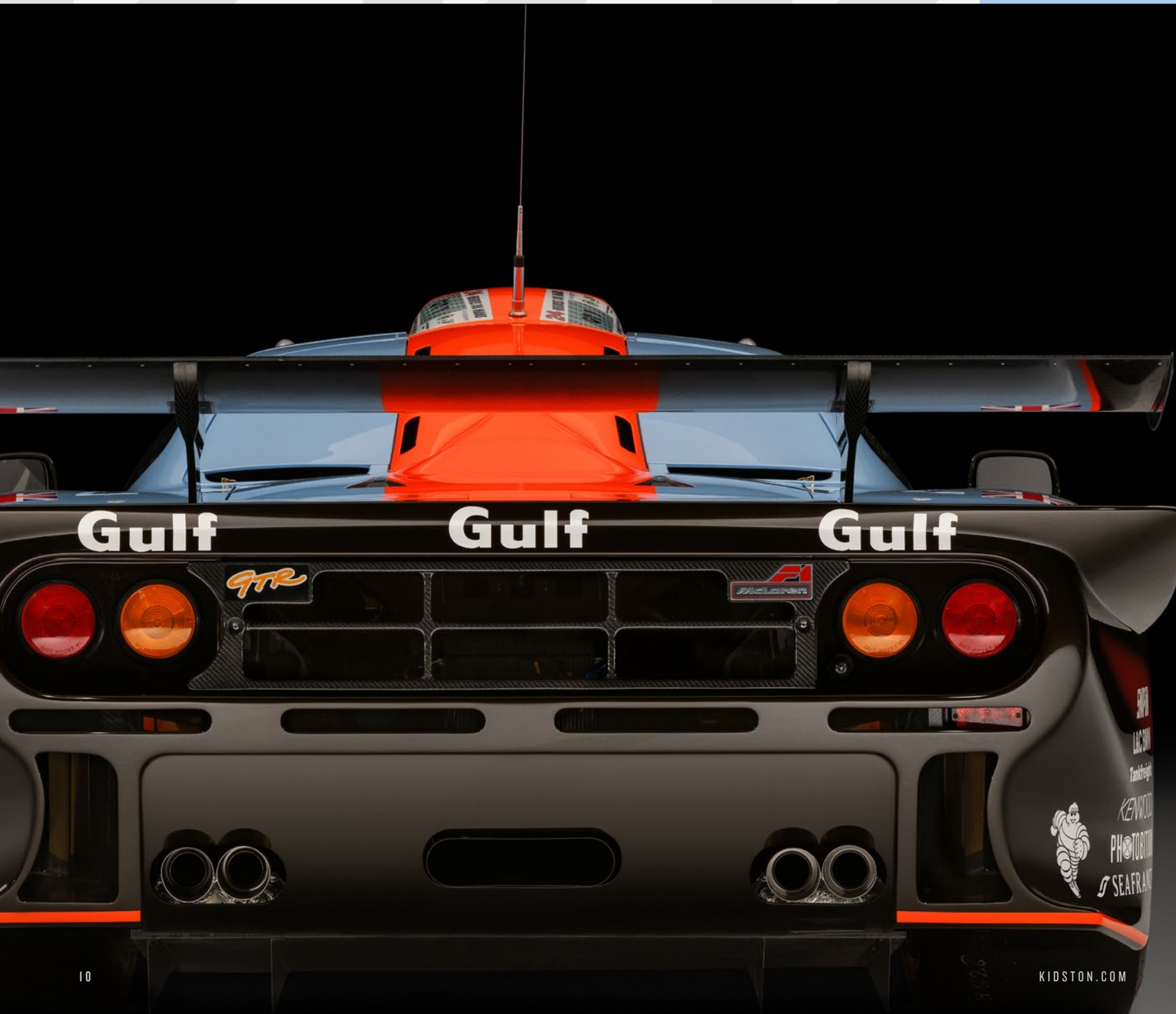
Never intended for racing, an F1 nonetheless won the 1995 Le Mans 24 Hours outright, with F1s occupying four of the top five positions. These were cars built expressly for racing and called simply 'F1 GTR'.





THE MCLAREN F1 GTR

McLaren boss Ron Dennis and designer Gordon Murray decided to build the F1 while waiting for a delayed plane after the 1988 Italian Grand Prix. It was engineered to be the ultimate drivers' car, built around a carbonfibre chassis-tub, with butterfly doors. It had a unique central driving position, with two other set-back seats and a mid-mounted V12 engine specially created by BMW Motorsport.



The F1 road car incorporated ground effect by electric fans, exotic materials such as gold exhaust shields, and was engineered to be totally user-friendly. It had air-conditioning, a bespoke Kenwood stereo, power windows and ample luggage space. But the 627bhp F1 was racing car fast: 0-180 mph could be dispatched in just 20.3 seconds.

When the decision was made to build an *actual* racing car for 1995, the F1 was already so advanced that designer Gordon Murray had little to do other than add a wing to the tail, fit carbonfibre brakes, incorporate various cooling ducts and meticulously prepare the cars for long-distance racing. The results speak for themselves and the out-of-the-box win at Le Mans for an F1 – albeit now an 'F1 GTR' – on its debut was sensational.

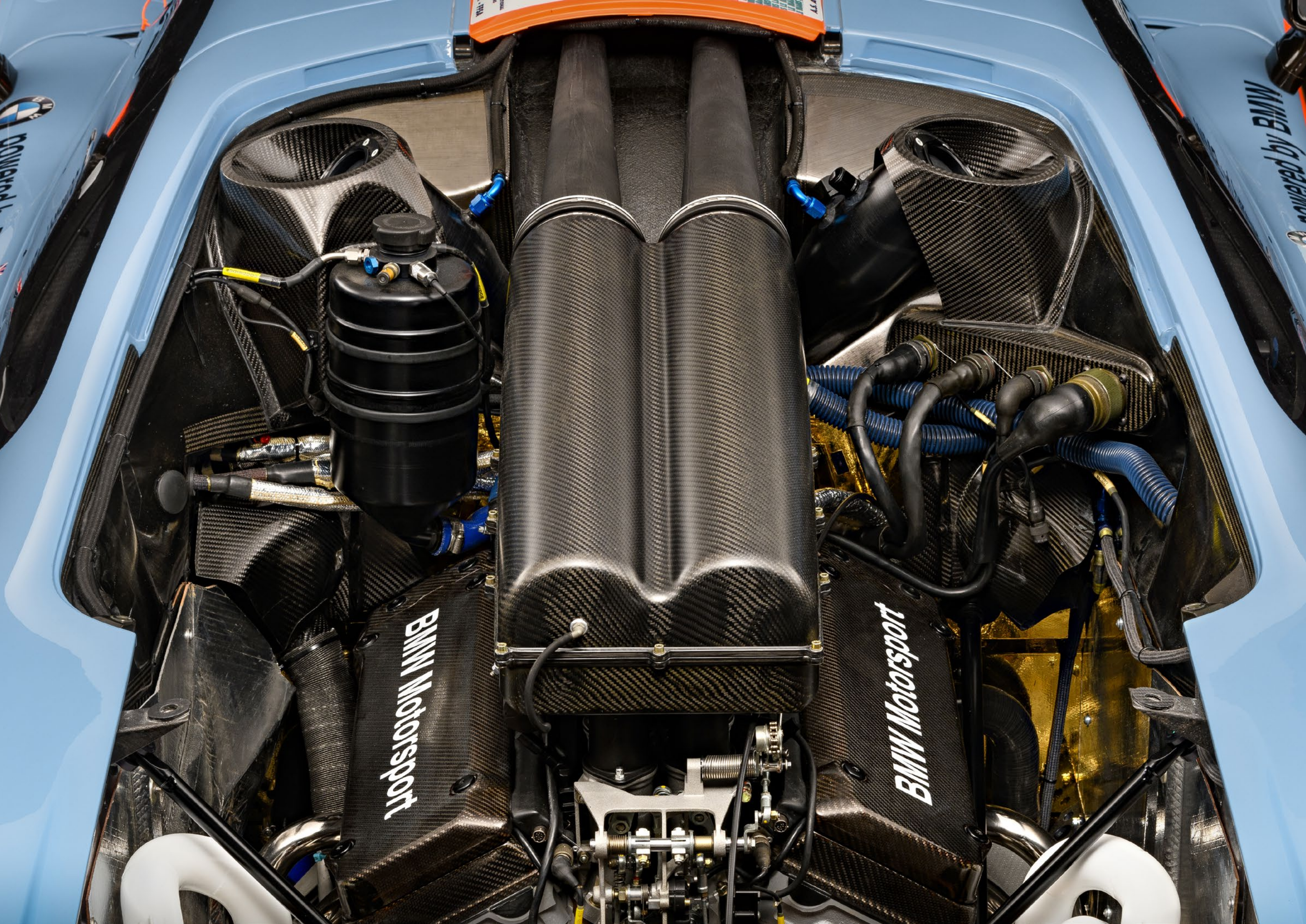
The following year, with engine partner BMW's assistance, the F1 GTR was subtly improved to keep it competitive against Porsche's forthcoming 911-based GT1 and AMG-Mercedes' CLK GTR. The 1996 F1 GTRs were lighter, and small changes were made to the bodywork, principally the addition of a deep front splitter.

In 1997, though, the rules were relaxed to allow further development, as long as at least one road version was produced. McLaren used the opportunity to build a series of F1 GTR 'Long Tails', cars with extended bodywork front and rear that was considerably more aerodynamic and made them faster and easier to drive. They were also some 10 per cent lighter. The two principal teams, BMW Motorsport Fina and GTC Competition Gulf Team Davidoff, won five of the 11 FIA GT rounds that year, and finished second and third at Le Mans.

To homologate the F1 GTR Long Tail, McLaren built an 'F1 GT' road car with the racer's elongated, high-downforce bodywork, but no large rear wing.

Of the 107 McLaren F1s produced, seven were prototypes, 64 were road cars, five were F1 LMs (road cars commemorating the model's 1995 Le Mans victory) and three were F1 GTs. The other 28 were F1 GTR racing cars.





THIS MOTOR CAR

F1 GTR Long Tail chassis '025R' was completed on 9 February 1997. After a shake-down by John Nielsen on 13 March 1997 it was delivered to British team GTC Competition the following day, one of a three-car entry for a full season. It was raced that year mainly by joint team owner Ray Bellm, usually paired with top professionals Andrew Gilbert-Scott (GB), Pierre-Henri Raphanel (F), Jean-Marc Gounon (F) or Anders Olofsson (S).

That year, Masanori Sekiya of Japan, one of the victors at Le Mans in 1995, shared the car at the French 24-hour classic.

GTC's F1 GTRs were finished in the classic Gulf colours of light blue and orange, and it's worth noting that the previous year's dark metallic blue was not carried over as the particles in the paint made it too heavy... Swiss luxury tobacco goods manufacturer Davidoff was joint title sponsor.



Andrew Gilbert-Scott stretches the legs of the F1 GTR Long Tail in the stadium section of the Hockenheimring

Gulf Team Davidoff '025R' was in the thick of the action throughout 1997



This car was raced in the following rounds of the Championship:

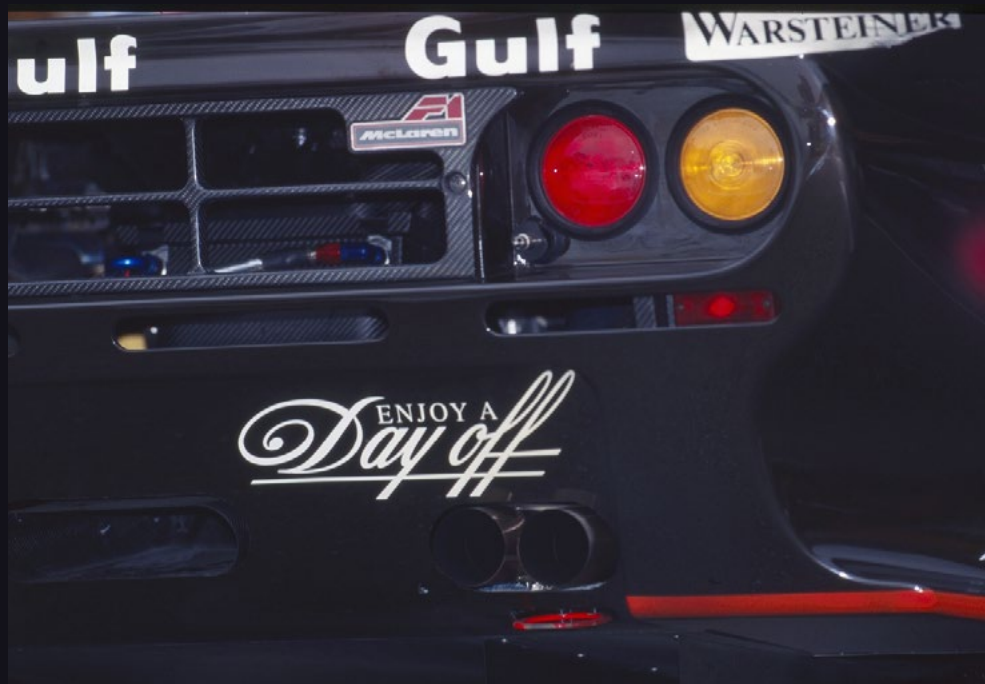
- 4 Hours Hockenheim: Did not finish (DNF), Bellm/Gilbert-Scott
- 4 Hours Silverstone: Fourth overall, Gilbert-Scott/Raphanel/Bellm
- 3 Hours Helsinki: Fourth overall, Gilbert-Scott/Raphanel/Gounon
- 4 Hours Nürburgring: DNF, Gilbert-Scott/Olofsson
- Le Mans 24 Hours: DNF, Bellm/Gilbert-Scott/Sekiya

Following a water leak that led to overheating and ensuing engine fire damage at Le Mans, over 1997-1998 '025R' was returned to the factory for preparation for the next season. The engine was rebuilt by BMW Motorsport to 'as-new', the transmission overhauled with new bevels and the car prepared for "a race event of 4 hours' practice, 4 hours racing". Once reassembled, the car was painted in white primer ready for a new purchaser.



This, in 1999, was the Japanese Hitotsuyama Racing Team, who raced the car extensively in the Japan Grand Touring Championship (JGTC) until 2005, where in later years it carried distinctive yellow and orange ‘Yellow Corn’ motorcycle clothing livery. The car competed at most of the JGTC rounds, often battling head-to-head with rival Team Take One’s own F1 GTR.

It is believed that the Hitotsuyama team’s final race at Fuji in 2005 was the last appearance by a McLaren F1 GTR in international competition.



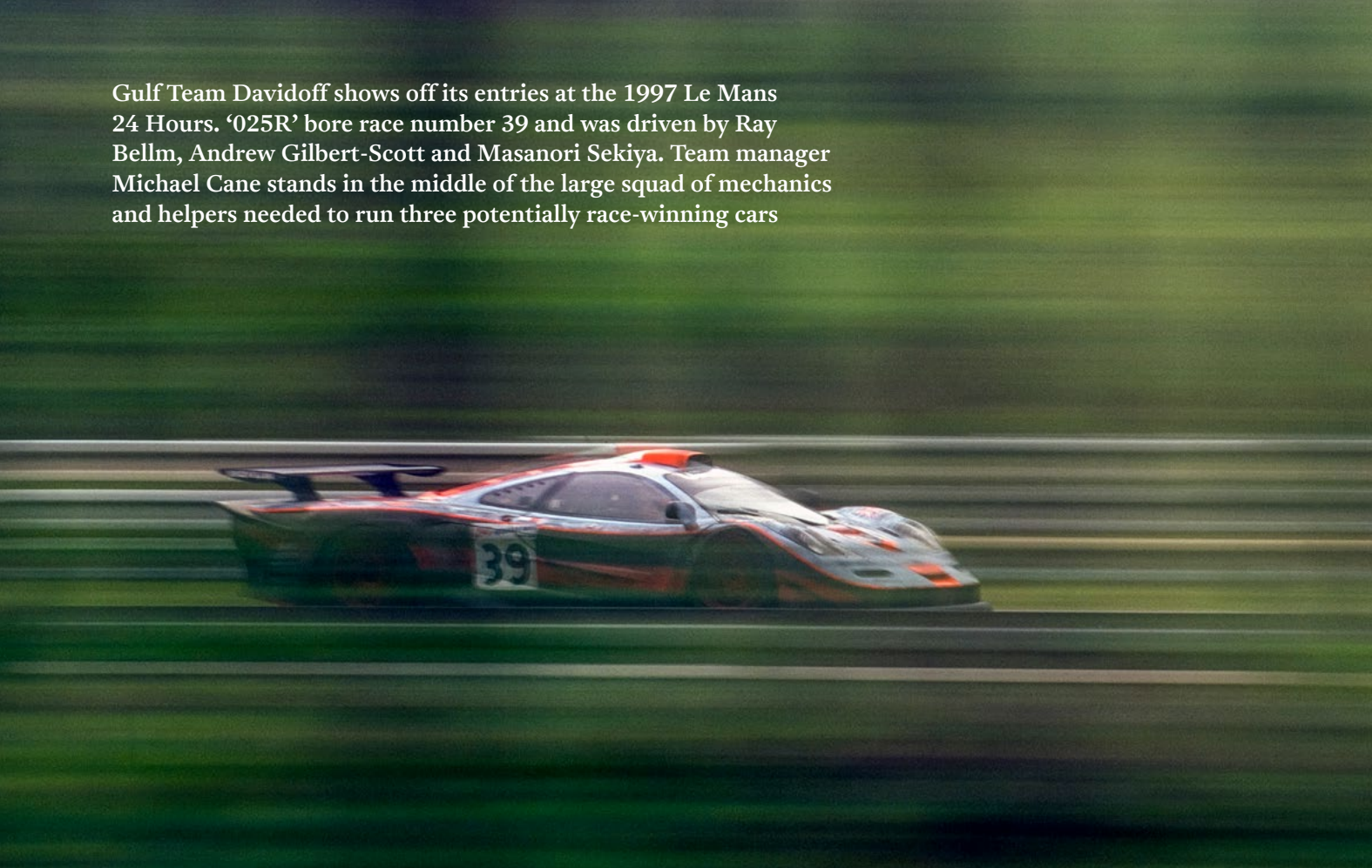
More racing shots of ‘025R’. To meet tobacco advertising rules, the main sponsor Swiss smoking brand’s presence on the car was adapted creatively to ‘Enjoy a Day off’





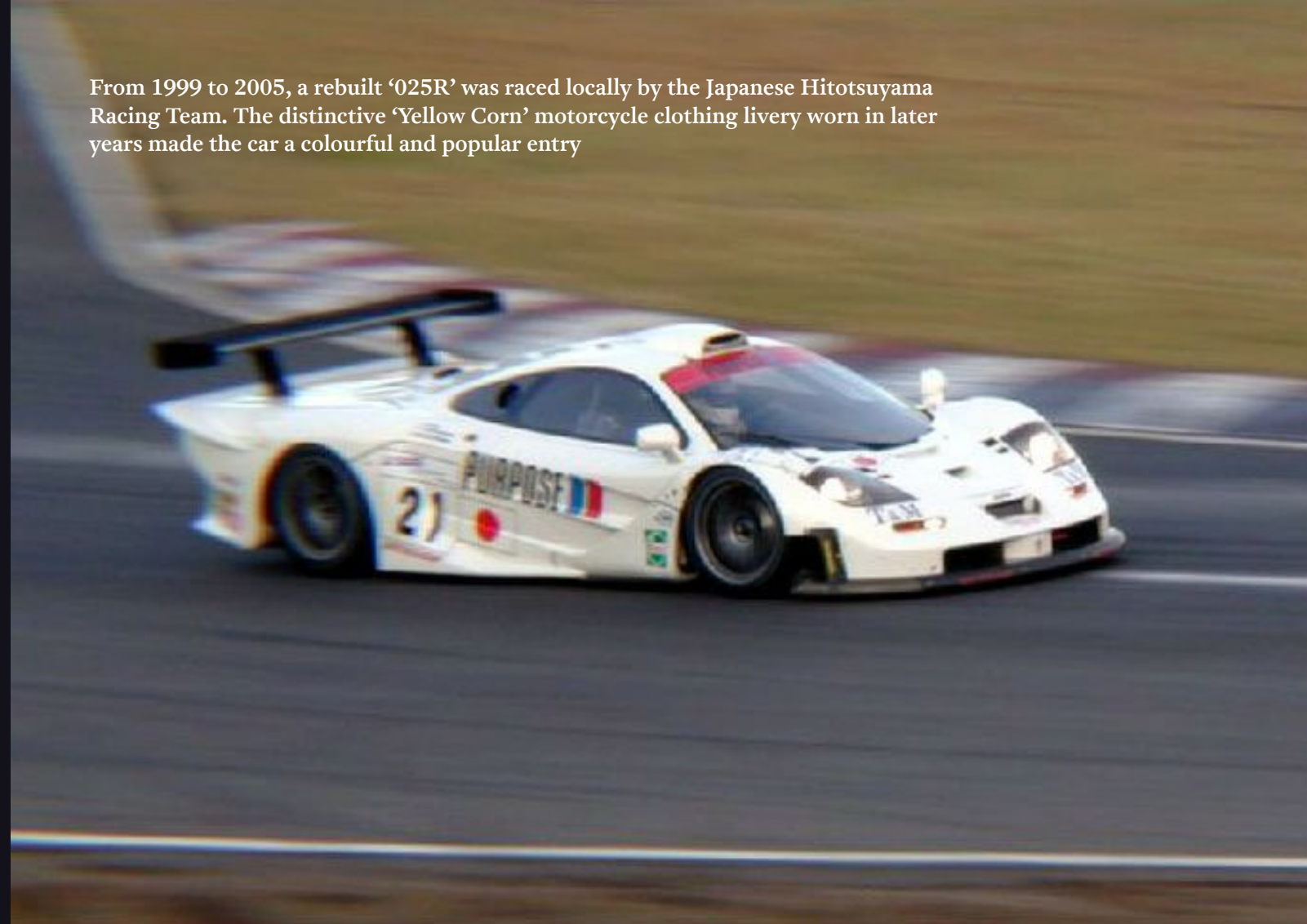
Out on its own. Chassis '025R' was one of the front-running cars of the 1997 FIA GT Championship

Gulf Team Davidoff shows off its entries at the 1997 Le Mans 24 Hours. '025R' bore race number 39 and was driven by Ray Bellm, Andrew Gilbert-Scott and Masanori Sekiya. Team manager Michael Cane stands in the middle of the large squad of mechanics and helpers needed to run three potentially race-winning cars





From 1999 to 2005, a rebuilt '025R' was raced locally by the Japanese Hitotsuyama Racing Team. The distinctive 'Yellow Corn' motorcycle clothing livery worn in later years made the car a colourful and popular entry



Following its career in Japan, '025R' was subsequently sold to a collector in Hong Kong who kept the car until 2016 when, in an arrangement handled by ourselves and following a comprehensive inspection at McLaren Special Operations (MSO) in February that year, it was bought by our client.

As purchased, the car was white with its original black interior. Its condition was consistent with that of a fully functioning, well-raced track weapon. Unsurprisingly, the local Japanese racing team had made subtle upgrades (mainly suspension tweaks) along the way both to maintain its competitive edge and to tailor it to local rules and circuit conditions. The car was complete and fired up during the brief engine test. The experts at McLaren summed it up when they described '025R' as: "the longest serving 'Long Tail' F1 racecar."

The decision was made to return the important car to exactly 'as raced' at Le Mans in 1997. In a process managed by Kidston, MSO commenced the painstaking work that year and had '025R' ready in August 2018 for a debut as the first McLaren F1 Certified car on the company's display at the Hampton Court Concours of Elegance.

In March 2022 it joined six other McLaren F1s on the Kidston stand in Paris for Rétromobile. Using the famous Compaq LTE 5280 laptop, the mastermind of the restoration at MSO, veteran F1 technician Pani Tsouris, fired up the car in Paris to applause from onlookers – and complaints from the organiser...



Kidston McLaren F1 30th Anniversary celebration, Rétromobile 2022 – Pani Tsouris on keyboards with the legendary Compaq LTE 5280



The MSO team with freshly restored F1 GTR 025R

025R SPARE ENGINE



ENGINE HISTORY



Kidston SA
7, Avenue Pictet-de-Rochemont
1207 Geneva
Switzerland

30th April 2025

Dear Emanuele

Reference: **F1 25R**

Thank you for your enquiry on the engine currently fitted to 25R. We have reviewed our archive and found that the original engine that participated in Le Mans had the serial number ending 60. This engine is now on the display stand.

The engine fitted to 25R is serial number 62 and was originally the spare engine and is not the one it raced Le Mans with.

Yours sincerely

A handwritten signature in black ink, appearing to read "M. Wrigley".

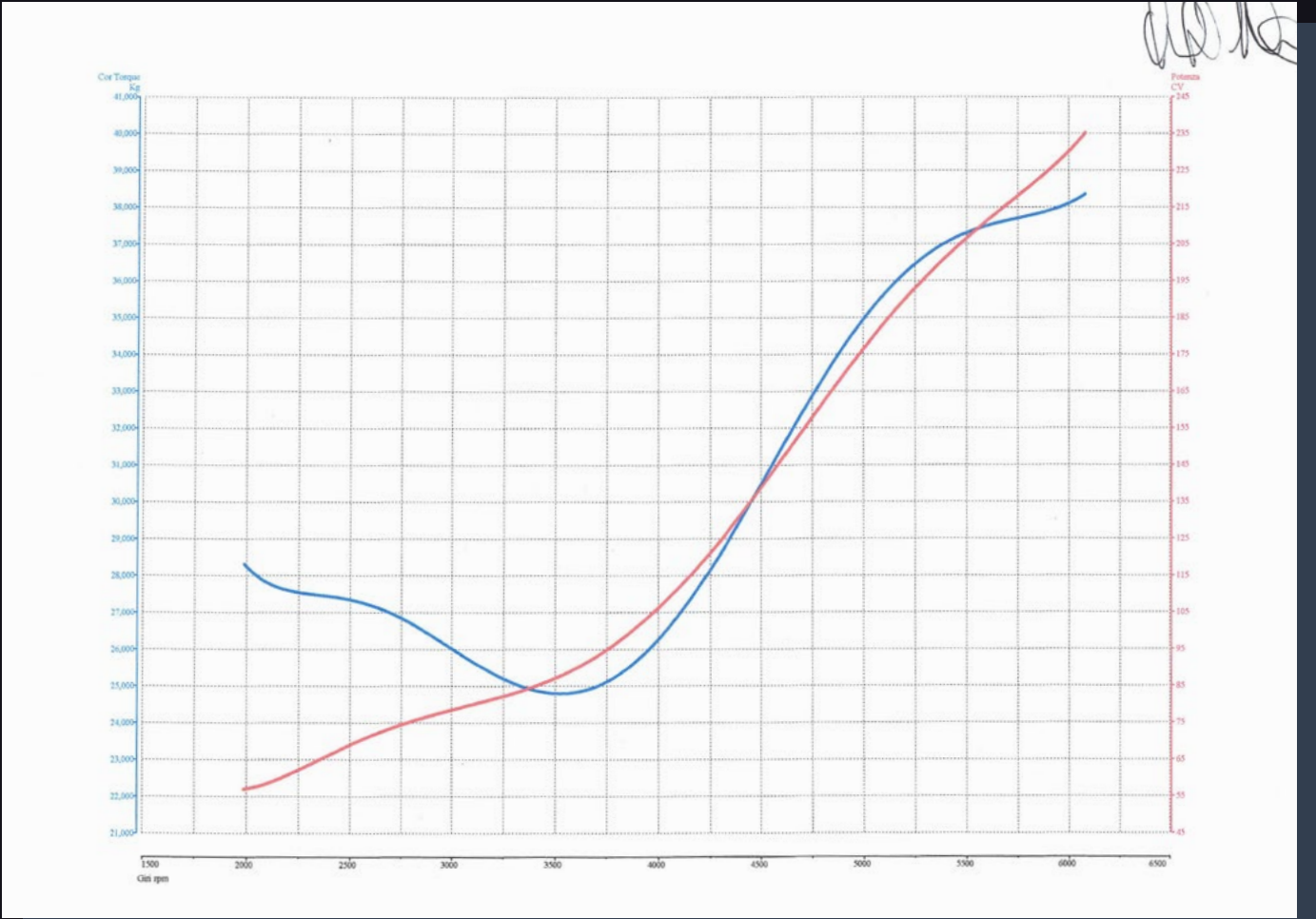
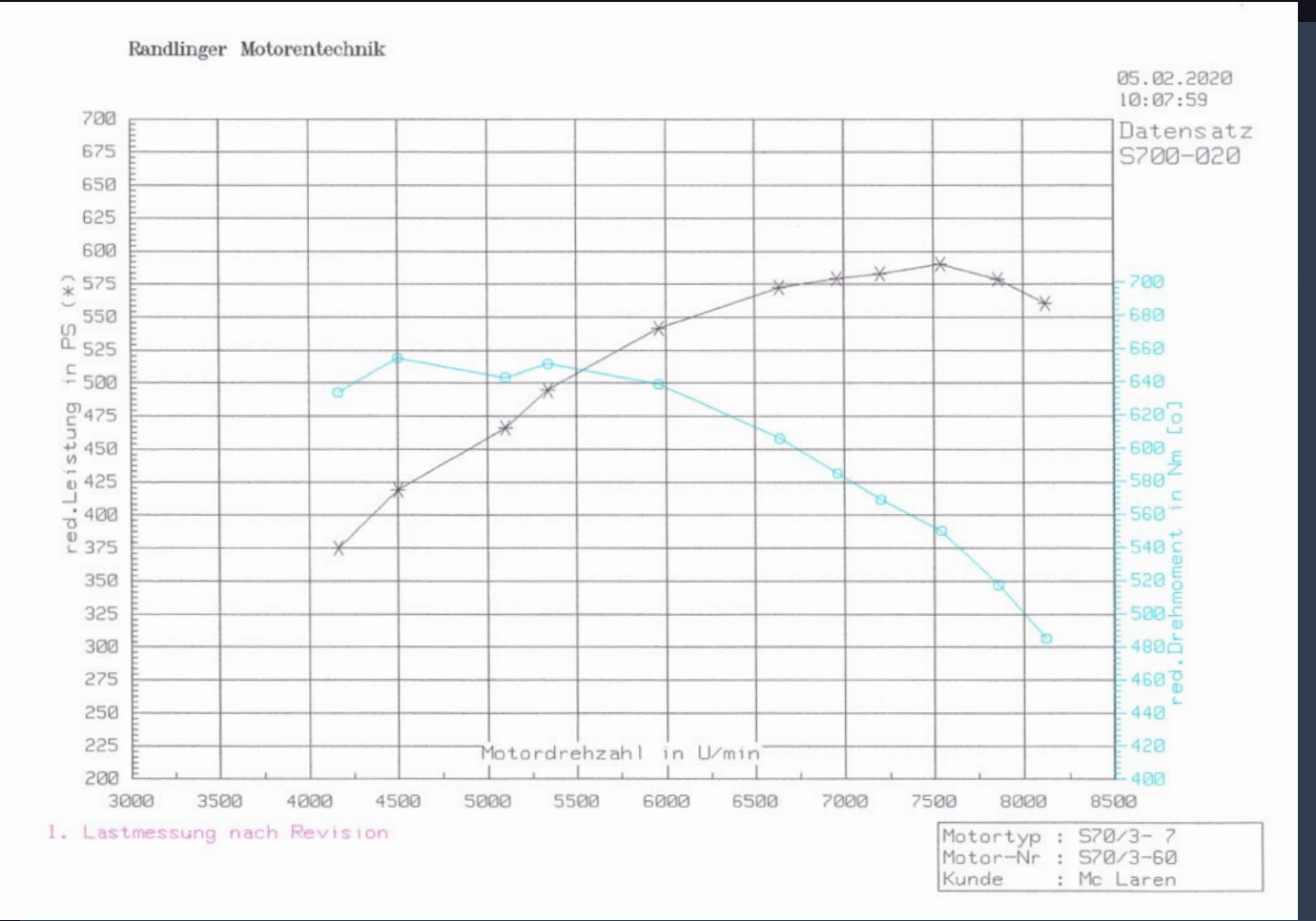
Michael Wrigley
Heritage Manager

Company Number: 1967717 Registered in England and Wales
VAT Number: GB 924 8370 73

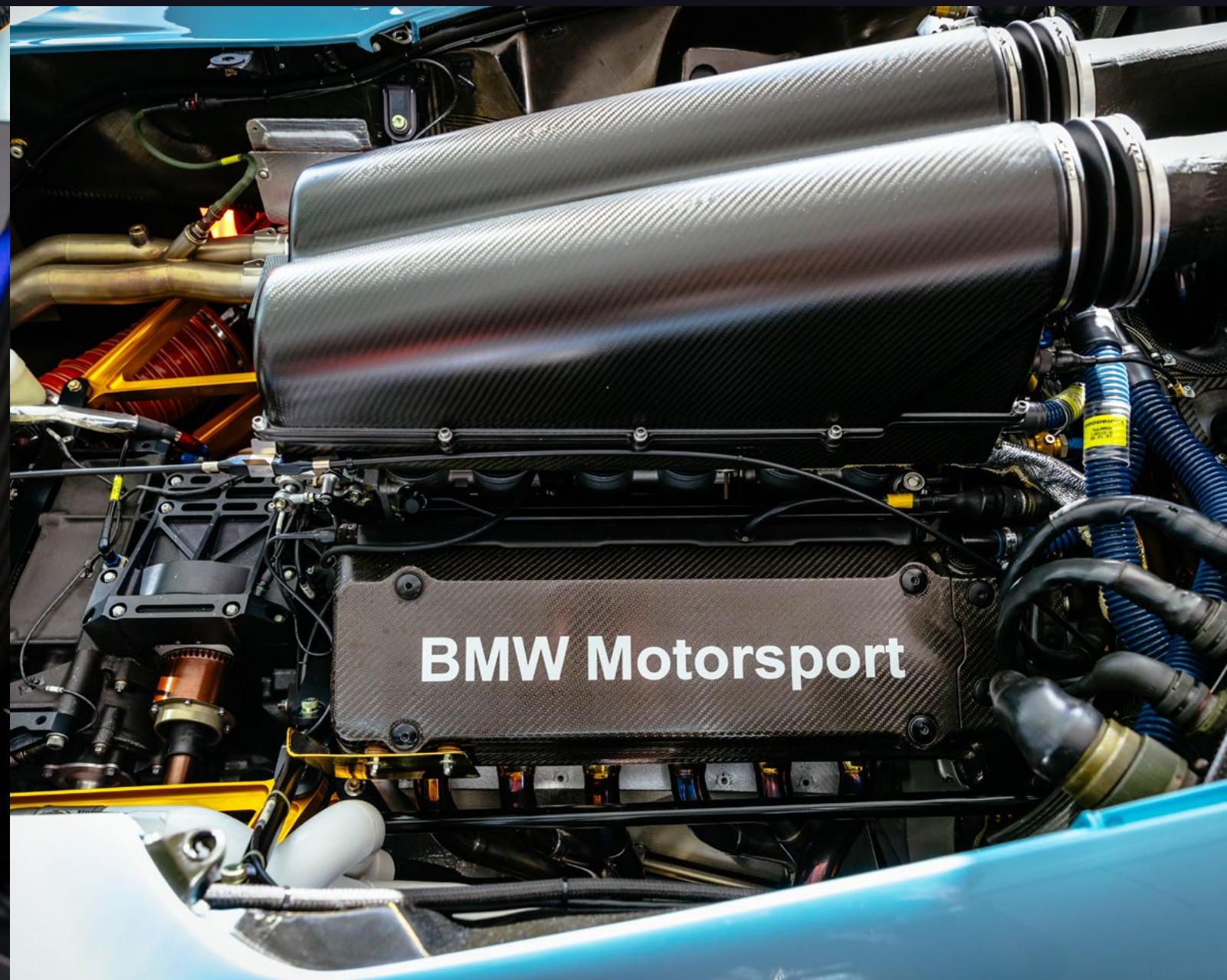
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'025R' SPARE ENGINE, EX-LE MANS, DYNO FIGURES









OFFICIAL FACTORY PRESS RELEASE
RE RESTORATION AND CERTIFICATION



Media information
13:00 BST, August 31, 2018

Official McLaren F1 certification service announced as McLaren Special Operations reveals F1 GTR ‘25R’ restoration at Hampton Court Concours of Elegance

- First factory programme to authenticate McLaren F1 supercar now available to owners
- New service aims to safeguard originality of iconic car for future generations
- Ex-Le Mans F1 GTR ‘25R’ emerges from rebuild by McLaren Special Operations as fully restored, first F1 Certified car

McLaren Automotive, the British manufacturer of luxury, high-performance sportscars and supercars, today introduces a new service to authenticate the heritage of iconic McLaren F1 supercars. The launch of the new programme is coincident with the unveiling of the first F1 to be approved for certification, the renowned ‘25R’ 1997 F1 GTR Longtail. Pristine after a full restoration to ‘as new’ condition by McLaren Special Operations, the last F1 GTR to compete in period is one of the stars of the Hampton Court Concours of Elegance (31 August – 2 September 2018).

“Even among F1 GTRs, this car, designated ‘25R’, is unique – and now it is as near to being new as we can make it,” commented Ansar Ali, Managing Director, McLaren Special Operations (MSO). *“The car is the exemplar of everything that the new certification programme stands for and we are proud to have ‘25R’ as the very first McLaren F1 Certified car.”*

Announced at Hampton Court with the unveiling of the chassis number 25 car, the F1 Certified programme has been developed to guarantee the authenticity of both road and track versions of the Le Mans-winning supercar, offering ultimate peace of mind for current and future owners. A unique Certificate of Authenticity – which McLaren Automotive is the only body in the world able to issue – authenticates a car’s provenance, originality, service life, road/race history and condition. Conformity with the original specification and to any McLaren-sanctioned upgrades is confirmed by reference to the factory archives.

Along with the certificate, owners receive a bespoke illustrated book documenting the history of their car. In total 106 McLaren F1s were built between 1993-98, among them 64 road cars and 28 GTR race cars, and all are eligible for the scheme.

A veteran of many endurance events in period including the Le Mans 24 Hours, over the past 18 months ‘25R’ has been restored to ‘as new’ condition by McLaren Special Operations. Using original F1 GTR parts held by the factory, the restoration has returned the car to the same specification and livery it had when it ran at Le Mans in the first year it raced.



KENWOOD



RICHARD MILLE



The top-level circuit career of F1 GTR ‘25R’ spanned eight years and several continents. It was built as one of three Longtail cars for the Gulf-Davidoff team to compete in GT racing in 1997 and driven at Le Mans that year by Ray Bellm, Andrew Gilbert-Scott and Masanori Sekiya. It was forced out two hours from the end of the race when an oil line fractured, causing a fire. Repaired by the factory, ‘25R’ was subsequently sold to a team in Japan where it continued racing until 2005. At the Fuji Speedway that year it became the last F1 GTR ever to compete in a contemporary race series.

After being on static display in a Japanese collection it was sold to the current owner and brought back to the UK in 2016. Recommissioning work was entrusted to the McLaren factory in Woking. Battle-scarred from years of racing, ‘25R’ needed extensive remedial work, but refurbishment became a ground-up restoration to ‘as new’ condition using new old-stock GTR parts stored at the factory in containers last opened 20 years ago.

The new parts used in ‘25R’ go further than being specific to the 1997 GTR; they are all pre-June 1997 parts, ensuring the car is exactly as it would have been in the run-up to Le Mans that year. This includes the ‘tall’ Le Mans gearing and the blue roof identification lights – taken from an aircraft’s wing, and the only non-McLaren part in the entire car – with which the car was fitted for Le Mans.

With the new body panels displaying the exact Gulf-Davidoff team livery and bearing the car’s 1997 Le Mans number 39, ‘25R’ is a true 21-years-old time-warp machine, as visitors to the Hampton Court Concours of Elegance will witness.

“McLaren cherishes its rich heritage of iconic and world-beating cars such as the F1,” said McLaren Automotive Chief Executive Officer Mike Flewitt. *“‘25R’ presented us with a unique opportunity to demonstrate this by restoring it to precisely how it was when it raced at Le Mans in 1997, thus ensuring its future. Maintaining the integrity of these historically significant cars is paramount and F1 Certified will play a big role in allowing us to do that for the peace of mind of owners today as well as preserving a wonderful heritage for future generations of car lovers.”*

Ends

Notes to Editors:
A selection of high resolution images accompanying this release is available to download from the McLaren Automotive media site – cars.mclaren.press

About McLaren Automotive:
McLaren Automotive is a creator of luxury, high-performance sportscars and supercars.
Every vehicle is hand-assembled at the McLaren Production Centre (MPC) in Woking, Surrey, England.
Launched in 2010, the company is now the largest part of the McLaren Group.

The company has three defined product families: Sports Series, Super Series and Ultimate Series which are retailed through over 80 retailers in 30 markets around the world.



KENWOOD



RICHARD MILLE

MCLAREN CERTIFICATION BOOK SET



In the intervening period MSO had taken chassis 025R back to its component parts and rebuilt it 'as new'. The car had been running on short circuits in Japan so needed a proper long tail conversion estimated at £190,500 alone. The spare engine was rebuilt; the car's own engine rebuilt and all ancillaries such as heat shields and racing-spec pipework refinished or replaced. The 1995 Le Mans livery with all the correct scrutineering stickers was carefully reproduced to concours standards.

MSO only used pre-June 1997 parts, ensuring the car was exactly as it would have been in the run-up to the great French 24-hour event. This included the 'tall' Le Mans gearing and the blue roof identification lights – taken from an aircraft's wing, the only non-McLaren part in the entire car with which it was fitted for Le Mans.

Michael Cane, team manager for GTC Competition when running the car in 1997, was retained as a consultant for the project.

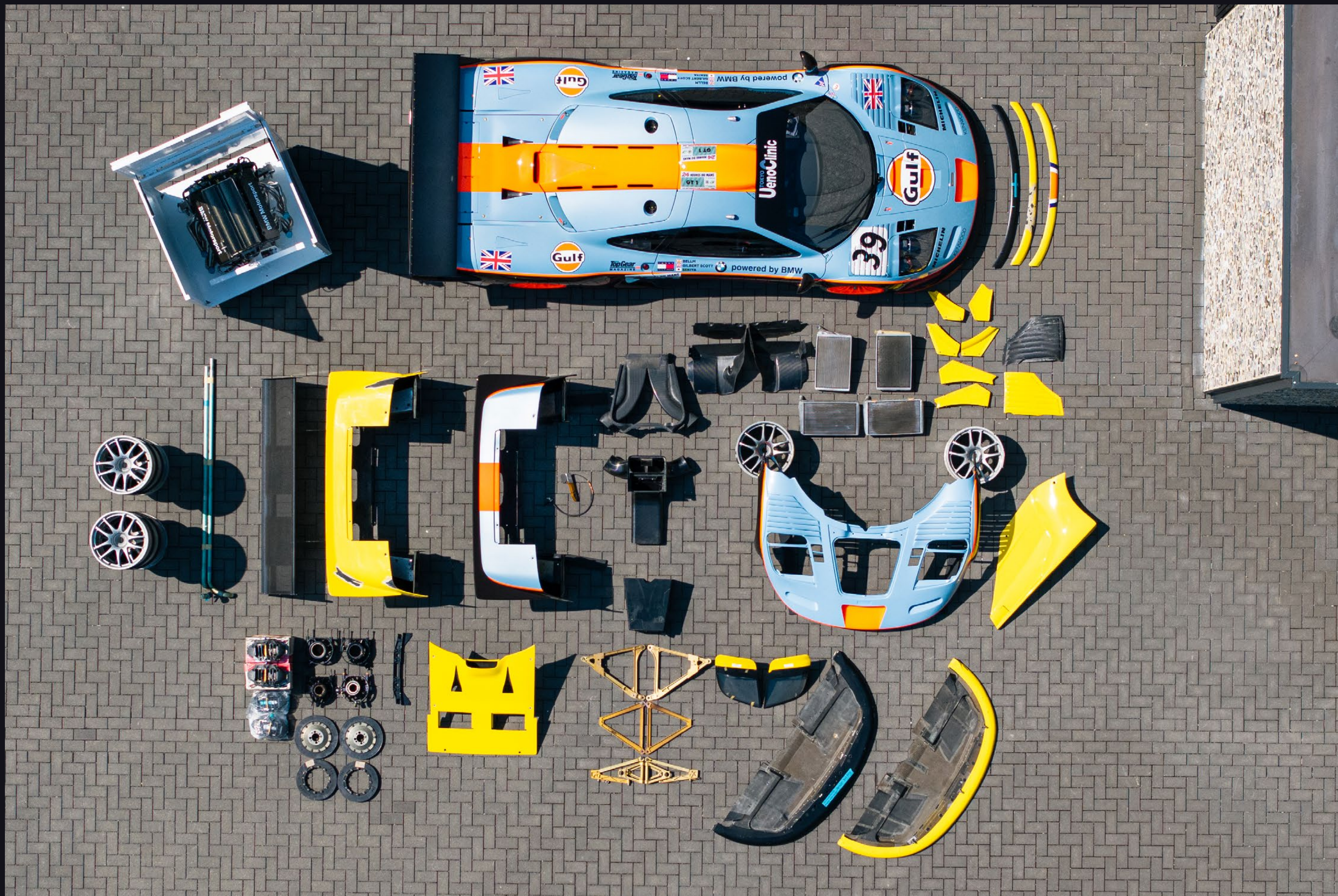
In total, the work came to £1,087,659 excluding VAT.

The car was then road registered *GTR 25R*. Since restoration, '025R' has been kept in climate-controlled storage in the UK and remains totally 'ready to run'. It is arguably the finest FI GTR in existence, with a standard of work befitting a NASA space programme – or driving on the next FI Owners Tour.



025R SPARE PARTS PACKAGE INVENTORY

1 DTM connector for Radiator Fans	62 Coolant and breather hoses	123 Main shafts 16/24	186 Windscreen washer system assembly
2 Radiator fan switch	63 Interior fixings and fasteners	124 Bevel gear set 21/23	187 Windscreen wiper motor
3 Interior fan switch	64 Coolant pipes RH front	125 Tripod spider joints	188 Gurney RAD exit LH
4 Handbrake lever and chassis surround	65 Pick up filler and fixings	127 Tripod needle pins multiple	189 Lower steering column assembly
5 Brake pedal spacer	66 Quick fastener anchor points	128 Shim mounting distance	190 50% RAD exit panel blank RH
6 Fuel pump relay box loom	67 Door gas strut fixings	129 4-plate carbon clutch	191 50% RAD exit panel blank LH
7 Rack Stops	68 Rotor bell bolts , brake & clutch bolts	130 Clutch plate interim set	192 Front brake blanking panel
8 Brake duct blister blank	69 Full set carbon rotors	131 short hydraulic line with connectors	193 Assorted fixings and cable support ties bag
9 H brake warning light, switch & bracket	70 Rear brake caliper hoses	132 Bobbin clutch release	194 ECU box & Tagtronic with looms
10 H brake mount & studs with washers	71 Wheel hub noses	133 Disc springs & spacer rings 1 bag assorted	195 Aluminium radiators 500mm x 300mm
11 H Brake caliper mounts & rubber washers	72 Brembo brake calipers full set – with pads	134 locking rings	196 Radiator / cooler 120mm x 290mm
12 Front Loom	73 Control modules	135 Plunger springs	197 Oil cooler 100mm x 280mm
13 Rear Loom	74 Connectors small loom with diagram	136 Bearing rollers SKF	198 Coil springs Eibach 7inch 400
14 Door Locks with keys	75 Additional lambda sensor , control unit & loom	137 Bearing rollers SKF	199 Full set dampers and coil springs
15 Fuel filler ring surrounds	76 Large battery connector	138 Bearing angular contact	200 Drive shaft LH & RH
16 Fuel filler caps lockable with keys	77 Front side light & indicator units	139 Spider washer - inner & outer	201 Wheel hubs
17 Sonson Interior fans	78 Rain light	140 O-ring seals and O-ring cord assorted	202 Upper gearbox rear cross member
18 Spal radiator fans	79 Second battery wiring loom	141 Taper bearing	203 Full set dampers, coil springs, top eyes & bumpers - with fluid reservoirs
19 3M Peltor headsets	80 Lambda / Exhaust gas oxygen sensor plus cable	142 Locking ring	204 Rays racing wheel s with tyres
20 GTR branded headset bags	81 Rear tail light mounting grommets	143 Release bearing	205 Racing magnesium wheels
21 Radiator bracket set	82 Rear tail light wiring looms	144 Gear selector fork	206 Alternator
22 Front end crash structure	83 Starter motor	145 Step plate	207 Wheel hub shrouds
23 Set - Brembo brake calipers GOLD	84 Breather pipework assorted	146 Ratchet assembly housing	208 Plastic battery cover
24 Set - Brembo brake calipers GREY	85 Front clam wiring loom	147 Spring cups, springs & ratchet body	209 Plexi-glass rear quarter windows
25 Carbon brake rotor with bell attached -	86 Gearbox wiring loom	149 Original fixings and fasteners	210 Left wing mirror housing - orange
26 Carbon brake rotor	87 Lambda extension looms	150 Fire extinguisher clamps	211 Cat cover opening panels
27 Screen wash aluminium reservoir and lid	88 Fuel filler neck drain tubes	151 Toe eye - painted	212 Rear wing end plates - orange
28 Peltor rally intercom with switch & 9v battery	89 Front clam air scoop closing panel - painted	152 Alternator cooling hose & duct	213 Front undertray section
29 Hand brake caliper assembly	90 RC Rad ducts	153 Support cable - adjustable	214 Front splitter protector strips
30 Fiam car horn high & low with cable connectors	91 SABELT drivers harness	154 Headlamp cassettes with lense - LH &RH	215 LH & RH inner wheel arch closing panels
31 Rear Koni dampers	92 Full set foam window seals	155 Bubble headlamp carbon frames - LH & RH	216 Assorted engine bay heat shields
32 Front Koni dampers	93 Cockpit foot rest	156 Headlamp Ballasts fixed to carbon housing - LH & RH	217 Rear Wing with support struts
33 Rear damper mounts	94 Right hand pedal stop	157 Oil Filter	218 Rear crash structures
34 Set - Brembo brake rotors - steel with bells	95 Passenger seat belt brace	158 Brembo 21mm brake master cylinder	219 Assorted metal radiator grills
35 Front wheel arch vents LH & RH	96 Driver footwell false floor	159 Engine mounts - front, LH & RH	220 Dash instrument top pod
36 Front splitter canards	97 Air jack rams	160 Air restrictors assorted	221 Rear brake ducts LH & RH carbon
37 Small steel brackets - yellow	98 Tilt steering wheel boss	161 Fuel fillers	222 RAD covers LH & RH carbon
38 Canards - unpainted carbon RH & LH	99 EDS Steering colum, loom & ECU	162 Bosch bush - lever solenoids	223 Exhaust hanging kit and retaining springs assorted
39 Unpainted carbon duct	100 Adjustable brake pedal assembly	163 Fuel pipe - short	224 Front lower wishbone LH & RH - aluminium
40 Rear bumper - yellow	101 Clutch master cylinder	164 Air collector hose clamps	225 Front rocker LH & RH
41 Rear Cat cover - yellow	102 Power steering controller kit	165 Radiator outlet pipe RH	226 Front steering tie rods
42 Gearbox ducting	103 Lower steering column section	166 Engine hose mono -pipe LH	227 Front anti-roll bar arms
43 2 way split duct - carbon	104 Seat runners	167 Engine hose mono- pipe RH	228 Rear lower wishbone LH & RH - aluminium
44 Cooling pipes	105 Door gas struts	168 Radiator inlet pipe - blue	229 Rear upper wishbone LH & RH - aluminium
45 Front Clam - new - Gulf	106 Front diffuser supports LH & RH	169 Starter motor	230 Upper gearbox rear cross member
46 Rear bumper - new - Gulf	107 Clutch pedal foot plate	170 Accelerator cable assembly	233 Engine transport crate - metal
47 Front floor protector strip	108 Aeroquip - Brake lines	171 Drive shafts with tripod spider joints – LH & RH	234 Wheel arch liners with RAD ducting
48 Coolant tank	109 Air jack lines assorted	172 Steering column shroud	235 Assorted brake pads
49 Auxiliary Lambda with cable	110 Fire extinguisher nozzles assorted	173 Door gas struts	236 Box of Xtrac gear ratios
50 Scavenge pump wiring loom	111 Brembo brake master cylinders & reservoirs	174 Plastic headlamp surround	237 Layshaft ratio sets multiple
51 Rear air-jack lance	112 Brembo brake master cylinder	175 Headlamp globe - Hella	238 Assorted internal gearbox parts
52 Fuel scavenge pumps & filters	113 Adjustable tie rod ends	176 Wiper blade control stalk	239 Assorted fixings
53 High pressure fuel pump & hose & filter	114 Drive shaft	177 Wing mirror glass	240 Ferodo racing brake pads full set
54 Rear diffuser strakes	115 Spider rollers	178 Front tow eye mounting panel - carbon	241 Under floor fixings
55 Throttle cable assembly	116 Oil pump drive gear & idle gear	179 Steering wheel boss assembly	242 Rear anti-roll bar
56 Reverse cable	117 Bevel gear set 21/23	180 Steering wheel boss assembly & spacers	243 Rear anti-roll bar links and mounts
57 Reverse lockout cable	118 Gear selector forks	181 Left side panier cover	244 Rear brake hard lines
58 Clutch fluid hose	119 Washer rings	182 Battery box cover	245 Assorted coil springs
59 Gearbox oil cooler and breather pipe	120 Drive shaft rubber boot retainer rings	183 Rear lower wishbone RH	246 Spare BMW S70/2 engine (fitted to 025R at Le Mans)
60 Bag assorted hoses	121 Final drive wheel 16/24	184 Rear lower wishbone LH	
61 Coolant pipes LH front	122 Bearing housing	185 Floor mounting bracket	





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