MCLAREN F1

007

IF CARS COULD TALK, MCLAREN F1 ROAD CAR ‘007’ WOULD REMEMBER WITH FONDNESS LONG ROAD TRIPS, TOP-SPEED RUNS AND FUN TIMES WITH OTHER F1S ON OWNERS TOURS. IT HAS LACKED FOR NOTHING AND AWAITS A NEW CUSTODIAN TO ENJOY IT THE WAY IT HAS BEEN OVER THE LAST THREE DECADES.

KIDSTON

1994 MCLAREN F1

CHASSIS NO. 007 | ENGINE NO. 61121/6034/0669

WHEN YOU CAN MENTION THE MODEL WITHOUT NEEDING TO SPECIFY
THE MAKER – THINK ‘GTO’ – YOU KNOW IT’S SOMETHING SPECIAL.

THE MCLAREN F1

Unlike nearly all conversations between four car enthusiasts killing time at an airport, this one actually came to pass. It was during a flight delay immediately after the 1988 Italian Grand Prix at Linate airport, Milan. The quartet was TAG-McLaren Group bosses Ron Dennis and Mansour Ojjeh, with McLaren's Technical Director Gordon Murray and Creighton Brown, the company's head of marketing.

"Why not build a road car? But not just a road car, a supercar... and if we're going to do that, then why not create the best sports car in the world?" Mansour Ojjeh summed the informal meeting up with the words "Well, let's do it then!" and Murray and Brown set to work.

The result four years later, launched as a road car in 1992 at the Monaco Grand Prix, was the McLaren F1, a 243mph supercar comfortable enough to drive through central London, yet able to effortlessly spear down de-restricted Autobahns three-up at 200mph+. In June 1995, modified (but not by much) versions came 1st, 2nd, 4th, 5th and 13th at the Le Mans 24 Hours.

Ironically, although Murray and stylist Peter Stevens had been a given a 'clean sheet of paper' to create the F1, Murray had been filling exercise books with doodles of 'arrowhead', three-seater sports cars since the late-1960s. By 1990 the car had a name – F1.

The programme would be based in buildings at Genesis Building Park virtually opposite the GP team and a growing number of staff had been recruited. They even had orders – one was placed as the press release went public and three more arrived in February 1989 as the Sunday papers ran the story.

The car eventually revealed at Le Sporting Club Monaco was a technical tour-de-force: a no-compromise mix of carbonfibre, titanium, gold, magnesium and Kevlar, powered by a BMW Motorsport V12 unique to the McLaren F1. The four-cam, 48-valve motor was dry-sumped and bore no relation to any production unit. When chief engineer of BMW Motorsport Paul Rosche called Murray to reveal the eventual displacement of the engine, 6,064cc, Murray – with a 5.3-litre motor in mind – was impressed: "Cor, that sounds good..."

It was. The engine, quite literally, is the heart of the McLaren F1, giving the car its colossal performance and, more than that, its character. Effortlessly powerful from just 1,500rpm, the unit yielded 479lb/ft torque from 4,000rpm to 7,000rpm. Its maximum power of 627bhp equated to over 100bhp per litre and the F1 road car had a power-to-weight ratio of 550bhp/tonne.

Built around a carbonfibre monocoque (a world first), with its unique central driving position the F1 was intended to be the ultimate driver's car. Engineering excellence and beauty of design without regard to cost were all: even the exquisite gear lever was honed to the gramme to match a prototype turned from rare African blackwood.

However, launched into the storm of the early 1990s worldwide recession at a price of £540,000 in the UK, the planned-for sales of 'no more than 300' proved all too accurate: only 106 McLaren F1s were produced. Seven were prototypes, 64 were regular road versions, five were F1 LM road cars built to celebrate the win at Le Mans and two were long-tail F1 GTs, street-legal homologation specials. The other 28 F1s were F1 GTRs built purely for racing.

After the F1 LM and major race winners, the road car is the most valuable and sought-after F1.

1994 MCLAREN F1

CHASSIS NO. 007

“ON CLEAR ROADS, WITH YOUR FOOT FLAT, YOU WERE IN EACH GEAR FOR A STARTLINGLY SHORT TIME. IT WAS WRAAAP, SHIFT; WRAAAP, SHIFT; WRAAAP, SHIFT. FIRST WAS GONE AT 65MPH AND 3.5 SECONDS; SECOND IN ONLY ANOTHER 2.4 SECONDS AT 95MPH; THIRD A TAD LONGER AT 3.9 SECONDS WITH 125MPH ON THE UNERRINGLY ACCURATE SPEEDO. AND YOU WERE IN FOURTH FOR JUST THREE SECONDS BEFORE YOU SAW 150MPH ON THE CLOCK. TOTAL TIME FROM STANDSTILL: A BLUR-FILLED 12.8 SECONDS.

“ONCE, I EASED OFF WHEN I THOUGHT I’D REACHED ABOUT 150, GLANCED AT THE SPEEDO AND SAW I WAS BEYOND 180. IN A PREVIOUSLY QUICK CAR, YOU MIGHT HAVE BEEN AT 120 OR 130.”

The doyen of motoring journalists Mel Nichols writes about his world-exclusive drive in McLaren F1 prototype XP5 for Kidston in 2022


V12

THIS MOTOR CAR

McLaren F1 road car chassis ‘007’ was completed at McLaren’s Genesis F1 production unit on 24 June 1994. The country of destination on the Vehicle Specification form is Switzerland; the car was specified with a kilometre speedometer. The famous chassis number, of course, was not assigned lightly. Sitting alongside designer Gordon Murray at a private dinner before the Bahrain Grand Prix, a previous owner learned the story: “Various clients wanted chassis ‘007’, but one VIP who was a friend of Mansour Ojjeh prevailed. Of course all F1 buyers were special, so to keep others happy we gave them numbers which in some way added up to lucky number ‘7’. I never expected so much fuss over a chassis number!”

The colour, too, reflected the James Bond character, black like a tuxedo with a contrasting but subtly elegant interior and nothing garish which would fall out of fashion. Only four McLaren F1s were produced in Black Metallic, but ‘007’ is unique in being delivered in Jet Black (with 10% metalflake) paired with a beige/brown leather interior. The car was ordered with the numbered F1 luggage set which remains with it today, together the famous Facom tool set, onboard titanium tools and its array of other owners accessories.

The VIP first owner of ‘007’ was Prince Muhammad bin Fahad bin Abdulaziz, a greatly respected and well-liked member of the Saudi royal family, and the new F1 was delivered to his Swiss residence in Cologny, Geneva. Four years later with just 460km covered, it was sold for the prince by Brooks Europe at its September 1998 Paris auction. The new owner was British entrepreneur and supercar collector Chris Palmer.

In the early 2000s Palmer sold ‘007’ to American collector Frank Selldorf, also owner of F1 ‘LM3’. From him, in early 2010 chassis ‘007’ was acquired by the person who had handled its consignment to the Brooks auction as a young car specialist and James Bond fan: Simon Kidston. He drove ‘007’ with great spirit circa 20,000km around Europe over a decade. During Kidston ownership maintenance continued to be carried out by the experts at McLaren Special Operations (MSO).

In total, circa £439,631.88 (excluding VAT) has been spent looking after the car since delivery in 1994. The headlights, air conditioning and exhaust are all the factory-upgraded items. The last service at MSO (£38,034) included fitting a new alloy fuel tank. The current mileage is 44,750km. The car has never been crashed and it remains in its original colour scheme. Chassis ‘007’ is one of few F1s to have been awarded a Certificate of Authenticity by the factory.

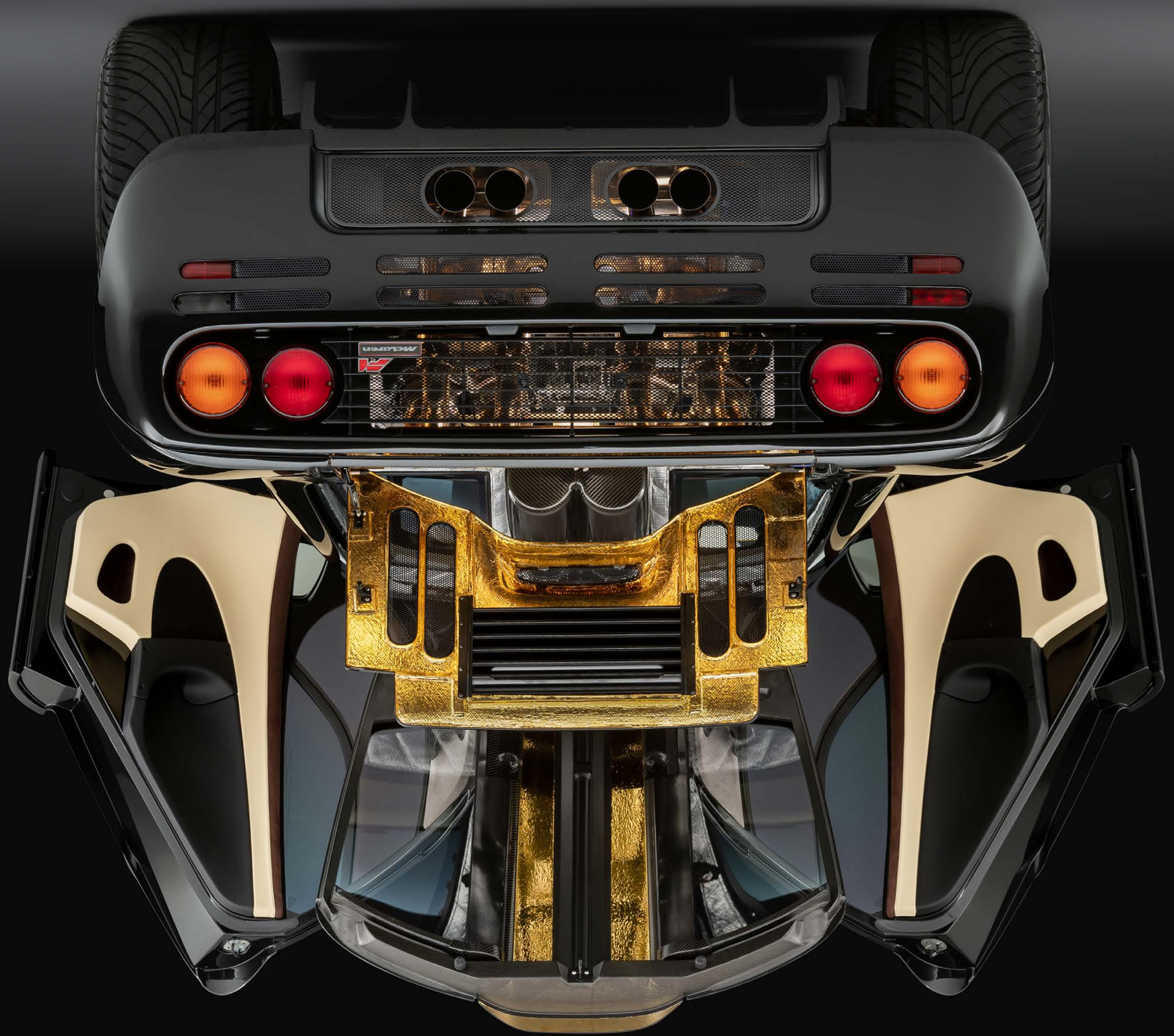
If cars could talk, McLaren F1 road car ‘007’ would remember with fondness long road trips, top-speed runs and fun times with other F1s on owners’ tours. It has lacked for nothing and awaits a new custodian to enjoy it the way it has been over the last three decades.


McLaren


McLaren
CHASSIS No: 007
McLAREN CARS LIMITED
SURREY · ENGLAN


8000
rpm
0
2000


R 1 3 5
2 4 6
light
lock
recirc.
temp.
fan
aircon.


McLaren

HISTORY

In its first years of ownership, the service book carries two stamps. One is dated 23 June 1996 (444km), the other 7 August 1995 (459km).

Since then, the car has returned to MSO for regular servicing and significant renovation work on the following occasions (all figures net of VAT):

29 October 1997.
18 months service £4,104.28.

16 September 2008.
New tyres, £4,403.75.

26 February 2009.
Service work, £12,586.73.

27 November 2009.
Service work including interior retrim and new half-shafts, hubs and upgraded suspension, £138,604.65.

4 June 2010.
Service work including solving oil leak, £17,096.74.

5 May 2011.
Service work, £59,892.61.

16 February 2012.
Service work, £14,441.04.

21 January 2013.
Service work, £6,094.33.

11 February 2013.
Inspection report and parts, £5,905.68.

30 April 2013.
Battery charger, £245.18.

28 February 2014.
Service work, £9,238.12.

17 April 2015.
Service work including new front tyres and heatshield, £9,723.03.

15 February 2016.
Service work, £6,336.14.

27 October 2016.
New rear tyres, new front discs, £5,691.02.

7 July 2017 to 27 April 2018.
The car had been returned to MSO for an extensive programme of service work and refurbishment. This included: full two-year service, cosmetic overhaul of the engine bay, repainted front, new interior, new fuel tank, new alternator, new clutch. £107,233.94.

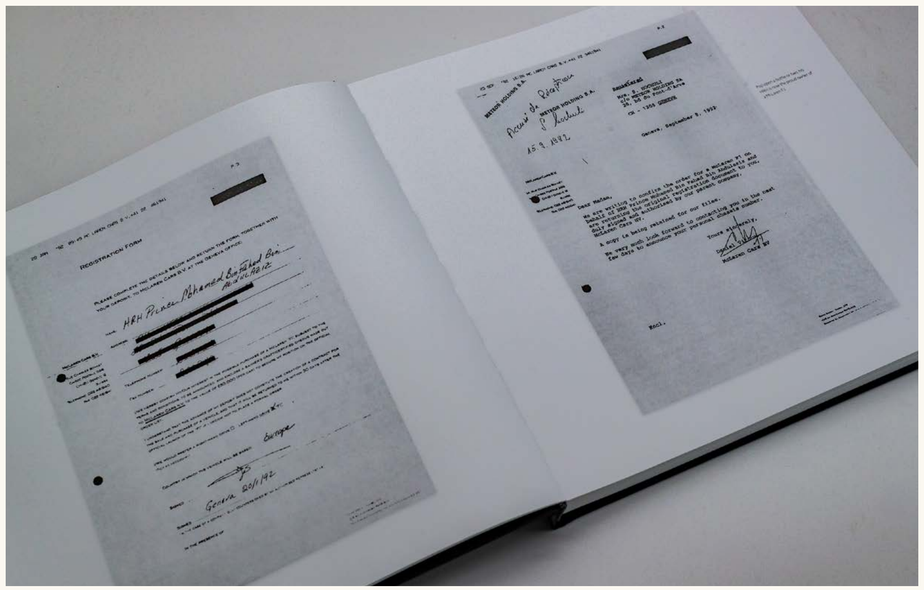
24 August 2022.
Full service, various new hoses including injector rail units, replace alloy fuel tank (£15,654.00), £38,034.64.

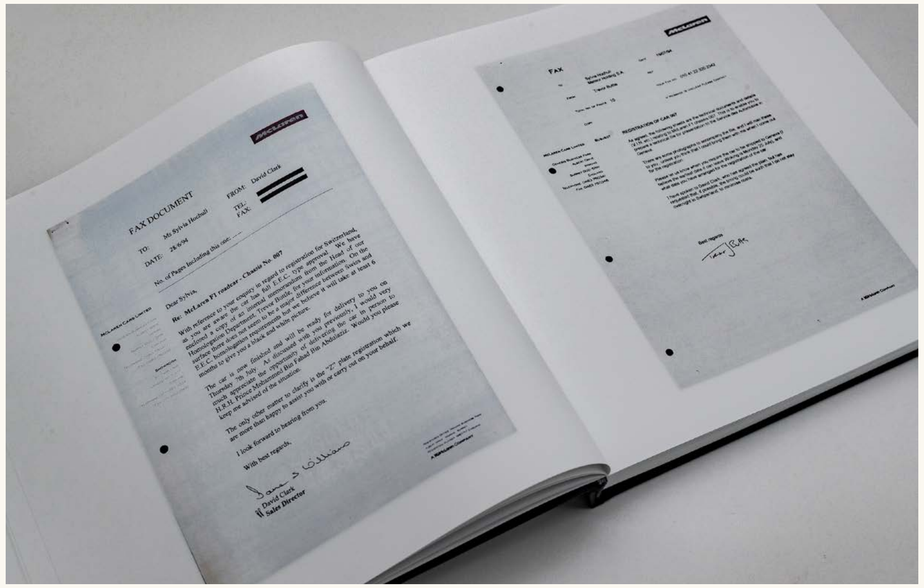
Total spent to date: £439,631.88 net of VAT.

CERTIFICATE OF AUTHENTICITY

FI ‘007’ is one of few FIs to have been awarded a Certificate of Authenticity by the factory. It has never been crashed, modified with a High Downforce Kit or generally ‘messed around with’. Its colour combination is unique and one of the most elegant. And of course its chassis number is the most distinctive of them all...

CERTIFICATE OF AUTHENTICITY





007 with F1 stylist Peter Stevens

007 returns to McLaren headquarters

NO CAR MADE IN THE LAST 60 YEARS IS MORE SPECIAL
– OR VALUABLE – THAN THE MCLAREN F1.

MCLAREN F1 #007 - INVENTORY

McLaren leather case with embossed 007 logo – (vanity mirror in front pocket) – Maglite torch, owner's manual, Service manual and "Fiche d'antipollution"

McLaren F1 Facom garage tool chest and wrench

Two original McLaren F1 fitted leather suitcases with embossed "007" logo

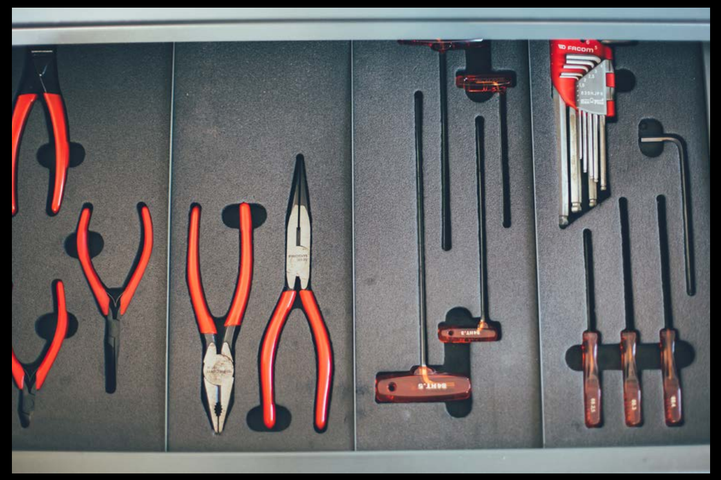
Original McLaren F1 leather briefcase

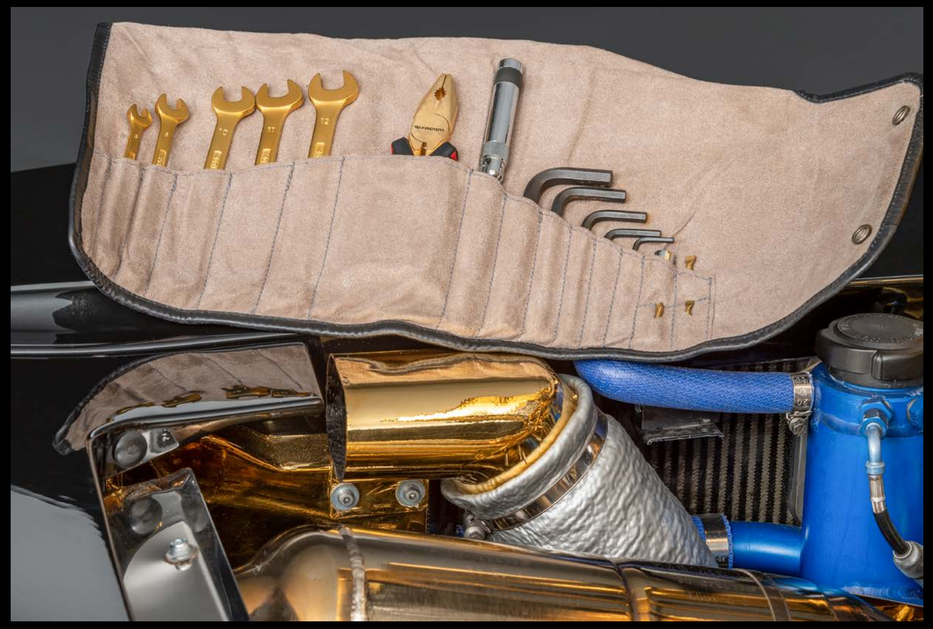
Original McLaren F1 leather duffle bag

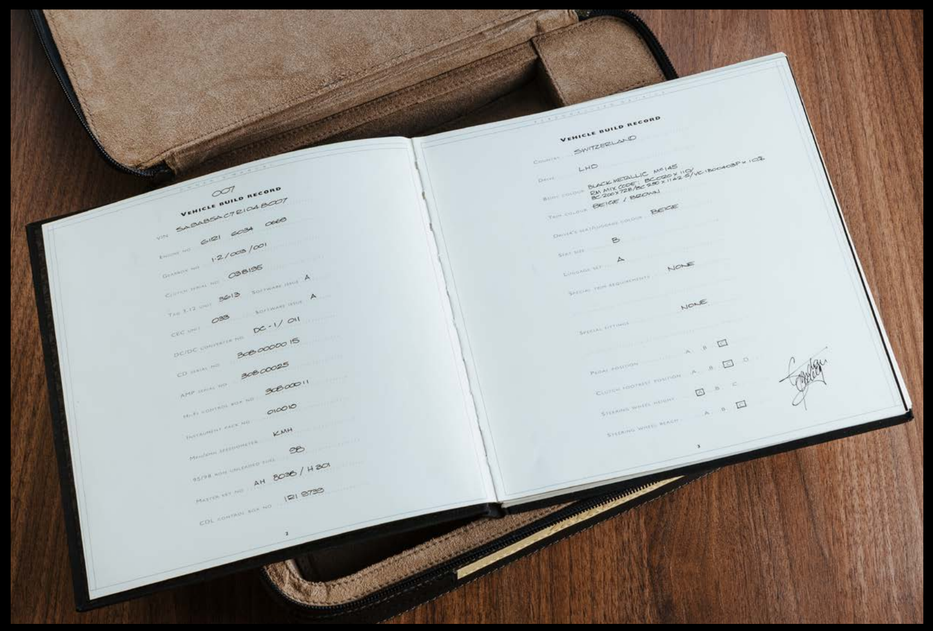
2 x spare keys

Battery charger

McLaren F1 onboard tool roll and towing eye







1994 MCLAREN F1

CHASSIS NO. 007

CUSTOMER SPECIFICATION

25.08.94 CUSTOMER SPECIFICATION

VEHICLE IDENTIFICATION NUMBER
SA9AB5AC7R1048007

PRODUCTION SEQUENCE NUMBER: 007 CUSTOMER ID NUMBER: N/A

COUNTRY: SWITZERLAND DRIVE: LHD

PEDAL POSITION:	C	(A=SHORT/B=MED/C=LONG)
CLUTCH FOOTREST POSITION:	C	(A=SHORT/B=MED/C=LONG/D=EX.LONG)
SEAT SIZE:	B	(A=STANDARD/B=LARGE/ C=EX.LARGE/D=EX.TALL)
STEERING WHEEL HEIGHT:	A	(A=HIGH/B=MIDDLE/C=LOW)
STEERING WHEEL REACH:	C	(A=NEAR/B=MIDDLE/C=FAR)

ELECTRICAL FITMENTS: NONE

SPECIAL REQ'MNTS: NONE

REQUIRED MARKET FITMENTS: NONE

FEASIBILITY: (YES/NO) YES

ORDER ACCEPTED BY PRODUCTION MANAGER

NAME: G.WILLMOTT DATE:

SIGNATURE:

25.08.94 BODY/TRIM SPECIFICATION

VEHICLE IDENTIFICATION NUMBER: SA9AB5AC7R1048007

BODY COLOUR: JET BLACK(S)

HEADLINING: BEIGE

CARPET: BEIGE

CARPET EDGE TRIM(LEATHER): BEIGE

FASCIA/DOOR PANELS(LEATHER): BEIGE

FASCIA/DOOR PANELS(LORICA): BROWN

SEAT BACK HANDLES/SPEAKER GRILLES: BLACK

DRIVER SEAT: BEIGE WITH BEIGE STITCHING

DRIVER SEAT CENTRE PANELS: BEIGE

DRIVER SEAT THIN INSERTS: BEIGE

LEATHER EMBOSSING, ETC: NO

PASSENGER SEAT: BEIGE

PASSENGER SEAT CENTRE PANELS: BEIGE

PASSENGER SEAT ELBOW PANELS: BLACK

GEARLEVER/HANDBRAKE CASTING FASCIA: BLACK

EXTRA TRIM REQUIREMENTS: NONE

STYLING APPROVAL FOR BODY/ TRIM COLOUR SIGNATURE: NAME: G.MURRAY DATE:	

25.08.94 LUGGAGE SPECIFICATION

VIN NUMBER: SA9AB5AC7R1048007

LUGGAGE SETS REQUESTED: A

LUGGAGE INSERT STRAP(LEATHER): BEIGE

COMPLIMENTARY LUGGAGE SET: OPTION A

2 x 1Q0003 = TRAVEL CASE
1 x 1Q0004 = SUIT HOLDER
1 x 1Q0005 = SHIRT CASE
1 x 1Q0002 = DOCUMENT CASE
1 x 1Q0009 = TOOL ROLL
1 x 1Q0010 = VANITY MIRROR

OPTION B = 1 x 1Q0002 = HARD BRIEFCASE

OPTION C = 1 x 1Q0011 = SOFT BRIEFCASE

OPTION D = 1 x 1Q0008 = PASSENGER SEAT CASE

OPTION E = 1 x 1Q0007 = GOLF BAG

CUSTOMER SPECIFICATION

EEC DOCUMENTATION

8.07.94 VEHICLE SPECIFICATION

VEHICLE IDENTIFICATION NUMBER

SA9AB5AC7R1048007 VIN PLATE RIVETED ON RH FIREWALL

McLaren

BODY COLOUR: JET BLACK(S)	INTERIOR TRIM: BEIGE /BROWN
BODY ARRIVAL DATE: 21.04.94	ASSY START DATE: 21.04.94
PRODUCTION SEQUENCE NO: 007	DRIVE: LHD
FUEL TYPE: SUPER UNLEADED(98)	SPEEDOMETER: KMH
GEARBOX SERIAL NO: ~~1.2/003/001~~	CLUTCH SERIAL NO: 038195
ENGINE NO: 61121 6034 0669	TAG 3.12 NO: 3613 S.WARE ISS: A
DC/DC CONVERTOR NO: DC-1/011	CEC NO: 033 S.WARE ISS: A
MASTR/FUEL KEY: AH8038/H301	CDL CONTROL BOX NO: 1R19739
HI-FI CONTROL BOX NO: 30800011	CD SERIAL NO: 3080000015
INSTRUMENT PACK NO: 010010	AMP.SERIAL NO: 30800025

RECEIVED ON BEHALF OF SALES	
DELIVERY MILEAGE:	
SIGNATURE:	
NAME:	
DATE:	

McLaren
McLAREN CARS LIMITED

92/53/EEC ANNEX III

INFORMATION DOCUMENT FOR THE PURPOSES OF VEHICLE TYPE APPROVAL

PART 1

0.	GENERAL	
0.1.	Make (trade name of manufacturer):	McLaren
0.2.	Type and commercial description(s):	F1 2 door 3 seater coupe
0.3.	Means of Identification of type, if marked on the vehicle:	F1
0.3.1.	Location of that marking:	Rear grille
0.4.	Category of Vehicle:	M1
0.5.	Name and address of manufacturer:	McLaren Cars Ltd Genesis Business Park Albert Drive Woking Surrey GU21 5RW England
0.8.	Address(es) of assembly plant(s):	As above
1.	GENERAL CONSTRUCTION CHARACTERISTICS OF THE VEHICLE	
1.1.	Photographs and/or drawings of a representative vehicle:	P010 & P011
1.3.	Number of axles and wheels:	2 axles and 4 wheels
1.3.2.	Number of steered axles:	2
1.3.3.	Powered axles (number, position and interconnection):	2, rear, direct through gear box.
1.4.	Chassis (if any) (overall drawing):	Not applicable
1.6.	Position and arrangement of engine:	Mid, longitudinal
1.8.	Hand of drive:	Centre
2.	MASSES AND DIMENSIONS	
2.1.	Wheelbase(s) (fully loaded):	2718 mm
2.3.1.	Track of each steered axle:	1568 mm
2.3.2.	Track of all other axles:	1472 mm
2.4.	Range of vehicle dimension (overall)	
2.4.2.1.	Length:	4288 mm
2.4.2.2.	Width:	1820 mm

1

McLaren
McLAREN CARS LIMITED

92/53/EEC ANNEX III

INFORMATION DOCUMENT FOR THE PURPOSES OF VEHICLE TYPE APPROVAL

2.4.2.3.	Height (unladen)	1140 mm
2.6.	Mass of vehicle with bodywork in running order (including coolant, oils, fuels, tools, spare wheel and driver) (maximum and minimum for each version):	1262 kg
2.6.1.	Distribution of this mass among the axles (maximum and minimum for each version):	538 kg front 724 kg rear
2.8.	Technically permissible maximum laden mass stated by the manufacturer (maximum and minimum for each version):	1484 kg
2.8.1.	Distribution of this mass among the axles (maximum and minimum for each version):	648 kg front 836 kg rear
2.9.	Technically permissible mass on each axle:	687 kg front 867 kg rear
2.10.	Maximum mass of trailer which may be coupled:	Not applicable - towing not recommended.
2.11.	Maximum vertical load:	Not applicable
3.	POWER PLANT	
3.1.	Manufacturer:	McLaren
3.1.1.	Manufacturer's engine code: (As marked on the engine or other means of identification)	61121
3.2.	Internal combustion engine	
3.2.1.1.	Working principle:	Positive ignition, four stroke.
3.2.1.2.	Number and arrangement of cylinders:	12, vee
3.2.1.3.	Engine capacity:	6,064 cm³
3.2.1.8.	Maximum net power:	442 kw @ 7,400 rpm
3.2.2.	Fuel:	Petrol, 95-98 RON unleaded
3.2.4.	Fuel feed:	In-tank high pressure pumps
3.2.4.1.	By carburettor(s):	No
3.2.4.2.	By fuel injection (compression ignition only):	No
3.2.4.3.	By fuel injection (positive ignition only):	Yes
3.2.7.	Cooling system:	Liquid

2

EEC DOCUMENTATION

McLaren Cars Limited

92/53/EEC ANNEX III

INFORMATION DOCUMENT FOR THE PURPOSES OF VEHICLE TYPE APPROVAL

3.2.8.	Intake system	
3.2.8.1.	Pressure charger:	No
3.2.12.2.	Measures taken against air pollution	
3.2.12.2.1.	Catalytic converter:	Yes
3.2.12.2.2.	Oxygen sensor:	Yes
3.2.12.2.3.	Air injection:	Yes (secondary)
3.2.12.2.4.	Exhaust gas recirculation:	No
3.2.12.2.5.	Evaporative emissions control system:	Yes
3.2.12.2.6.	Particulate trap:	Yes
3.2.12.2.7.	Other systems:	
3.2.13.	Location of the absorption coefficient symbol:	Not applicable
3.3.	Electric motor:	Not applicable
3.3.2.	Battery	
3.3.2.4.	Position:	
4.	TRANSMISSION	
4.2.	Type:	Mechanical
4.5.	Gearbox	
4.5.1.	Type:	Manual
4.6.	Gear ratios	

Gear	Internal gearbox ratios (ratios of engine to gearbox output shaft revolutions)	Final drive ratio (ratio of gearbox output shaft to driven wheel revolutions)	Total gear ratios
1	3.231		9.99
2	2.187		6.76
3	1.714		5.30
4	1.391	3.091	4.30
5	1.160		3.59
6	0.929		2.87
R	2.385		7.37

3

McLaren Cars Limited

92/53/EEC ANNEX III

INFORMATION DOCUMENT FOR THE PURPOSES OF VEHICLE TYPE APPROVAL

4.7.	Maximum vehicle speed & gear in which this is achieved:	235 mph (378 kmh) in 6th
6.	SUSPENSION	
6.2.	Type & design of the suspension of each axle or wheel:	Front - Unequal length double wishbones supporting a cast aluminium hub. The upper wishbone is connected to a transverse monotube damper and spring assembly. Anti - roll bar fitted. Rear - Double wishbones mounted to engine beams and damped in a similar manner to the front assembly.
6.2.1.	Level adjustment:	No
6.6.1.	Tyre/wheel combinations:	
6.6.1.1.	Axle 1:	235/45ZR17 fitted to 9J x 17 x 61 offset magnesium alloy wheels.
6.6.1.2.	Axle 2:	315/45ZR17 fitted to 11.5J x 17 x 92,75 offset magnesium alloy wheels.
6.6.2.	Upper and lower limit of rolling radii	
6.6.2.1.	Axle 1:	308,2
6.6.2.2.	Axle 2:	342,5
7.	STEERING	
7.2.	Mechanism and control	
7.2.1.	Type of mechanism:	Rack and pinion
7.2.2.	Linkage to wheels:	Tie rod
7.2.3.	Method of assistance:	None
8.	BRAKES	
8.9.	Brief description of the braking devices:	Hydraulic non assisted system with four pot monobloc calipers on front and rear applying to ventilated discs. Automatic brake and balance 'foil', activated under heavy braking to generate greater downforce and increase braking stability, whilst increasing brake cooling.

4

McLaren Cars Limited

92/53/EEC ANNEX III

INFORMATION DOCUMENT FOR THE PURPOSES OF VEHICLE TYPE APPROVAL

9.	BODYWORK	
9.1.	Type of bodywork:	Carbon fibre & aluminium honeycomb monocoque and carbon fibre body panels.
9.3.	Occupant doors, latches and hinges	
9.3.1.	Door configuration and number of doors:	Two wide opening 'Dihedral Doors' incorporating sections of both floor and roof.
9.10.	Interior fittings	
9.10.3.	Seats:	Composite moulded and leather trimmed.
9.10.3.1.	Number:	3
9.10.3.2.	Position and arrangement:	Central driver's seat with fore and aft adjustment on manual seat slides. Outboard passenger's seats fixed direct to body and situated rearwards of the driver's seat.
9.10.4.	Type of head restraint(s):	Integral construction with seat mouldings - front seat only.
9.17.	Statutory plates	
9.17.1.	Photographs and/or drawings of the locations of the statutory plates and inscriptions and of the chassis number.	Drawings 1P0023 & 1P0024
9.17.4.	Manufacturer's descriptive note on compliance with the requirement of item 3 of Annex I Directive 76/114/EEC:	
9.17.4.1.	The meaning of characters in the second section and, if applicable, in the third section used to comply with the requirements of item 3.1.1.2. shall be explained:	See Attachment 1
9.17.4.2.	If characters in the second section are used to comply the requirements of item 3.1.1.3., these characters shall be indicated:	
11.	CONNECTIONS BETWEEN TOWING VEHICLES AND TRAILERS AND SEMI-TRAILERS	
11.1.	Class and type of the coupling devices:	Not applicable

5

DELIVERED NEW TO A SENIOR MEMBER OF THE SAUDI ROYAL FAMILY AT HIS SWISS RESIDENCE IN COLOGNY, GENEVA

THE ONLY F1 ROAD CAR FINISHED IN JET BLACK (10% METALFLAKE) AND BEIGE/BROWN INTERIOR

FACTORY UPGRADED AIR CONDITIONING, HEADLIGHTS AND SPORTS EXHAUST

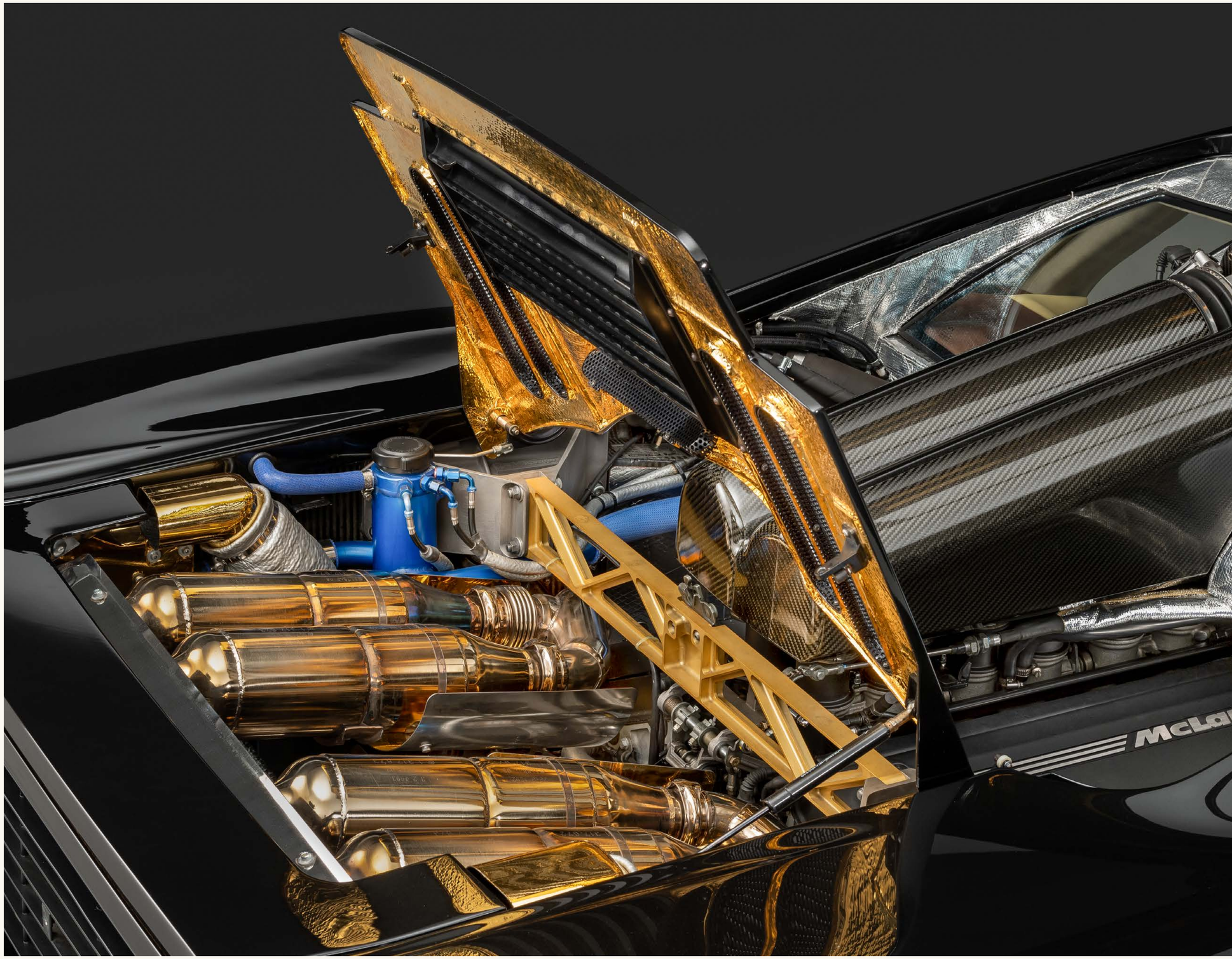
COMPREHENSIVE SERVICE AT MCLAREN SPECIAL OPERATIONS (MSO) TOTALLING £38,034 INCLUDING NEW ALLOY FUEL CELL IN AUGUST 2022 AND PROFESSIONALLY STORED SINCE

ACCIDENT-FREE, 44,734KM FROM NEW, COMPLETE WITH OWNER'S MANUALS, FITTED LUGGAGE, ONBOARD TOOLS, FACOM TOOLCHEST

UK ROAD-REGISTERED AND MCLAREN FACTORY CERTIFIED

KIDSTON

KIDSTON.COM



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