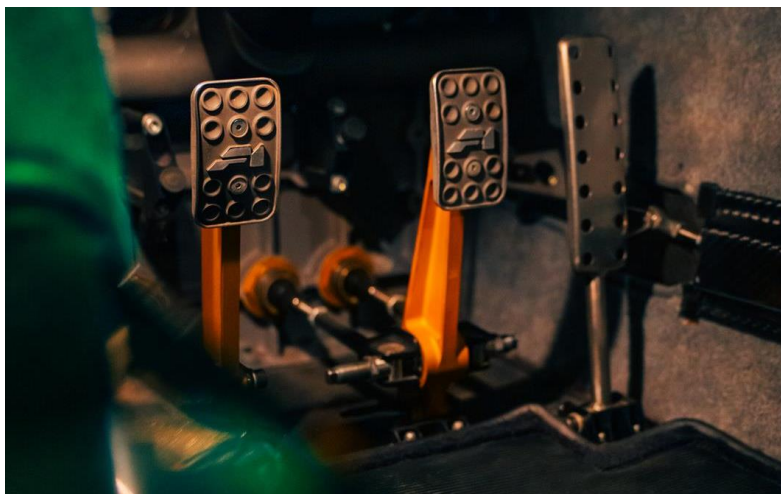


A Summary Record of History: 1995 McLaren F1 #037



Full Chassis Number: SA9AB5AC8S1048037

Engine Number: 6112160400897

Body Colour: Base Silver

Trim Colour: Nova Suede Madison Grey

Driver's Seat: Silver Silver (pierced)

Seat Size: A

Parcel Shelf in Nova Suede

Madison Grey with Black Nova Suede Binnacle Cover

Key Features

- A rare car having not been totally repainted or retrimmed to a different specification during its life. The specification is unique, the interior ahead of its time; elegant and agreeable to many.
- No known accident damage
- A 3-owner car from new (rare), most recent family ownership for 20 years.
- A very acceptable and normal mileage for an F1. Neither low ("too low to use") nor too high. Mileage is generally not much of a consideration when it comes to the F1.
- Extremely rare California "BAR". This means this is one of a handful of cars (believed just 6 cars carry this) that can be registered in the state of California without stringent tests.

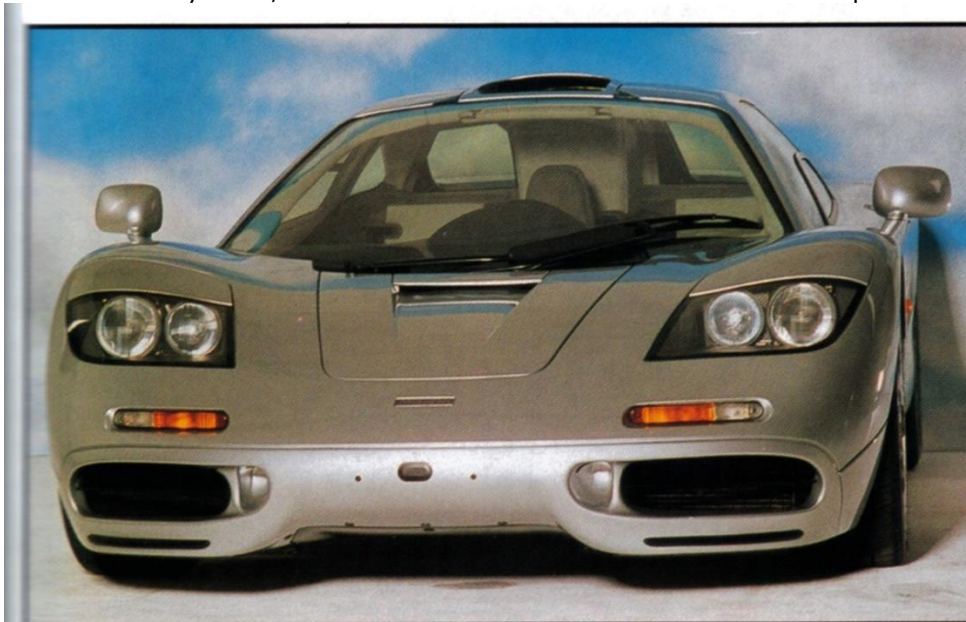
History Summary

1. On the 4th of April 1995, Dr. Bernd Pohlmann collected his new McLaren F1, chassis 037, personally from McLaren Cars, Woking UK.
2. According to Dr. Pohlman, the car he was allocated had previously already been fully specified by the chairman of McLaren, Mr. Ron Dennis.
3. Ron ultimately selected a different chassis, and that is how chassis 037 landed into the hands of Dr. Pohlmann.
4. On the 12th 1995, Dr Pohlmann licensed the car (it appears on a temporary basis) on 12th May 1995, and had the pleasure of being its first owner, even taking it to Monanco (tall chap on the right):



- a.
5. The car was never registered in Germany however.
6. F1/37 was then sold to a company "MIO AG" in Cologne, Germany.
7. The owner of the company, and the only driver of the F1, was Mr. Siemowski – who cared for the car in extreme measures, only getting into his F1 once he wore gloves, a white coat, and having removed his normal walking shoes.
8. In January 1999, at a mileage of 4,752 km, the F1 underwent an extensive 45 month service, where it had the Mk 1 Sports Exhaust Upgrade.
9. The car was then delivered back to Germany.
10. Mr Siemowski enjoyed the car for one year, but like Dr Pohlmann, also never registered or paid EU taxes on the car, and put the car up for sale instead.

11. On the 24th of February 2000, Mr. Peter Manelis saw the car advertised in a sports car magazine:



MCLAREN F1. The fastest production car on the planet, reported by McLaren to reach up to 240.1 mph. The exclusive materials, the design, the finish and workmanship are incomparable. This car was delivered in May 1995. Silver, interior Alcantara Gray in three shades. Accident free, low mileage. From first owner, all possible technology upgrades and extras, great service recently done by McLaren Cars Ltd. U.K. No signs of use, all wearing parts in new condition. 0-60 mph in 3.2 seconds, 0-100 in 6.3 sec., BMW V12, 627 bhp, usable as an everyday vehicle. Formula like race car for the street, faster acceleration than a Formula One car above 110 mph. Extremely rare find, only seven in the U.S. German export price 799,000 Euro (approx. U.S. \$799,000). Contact us (German dealer) +49 2241 80 40 35 or fax +49 2241 80 40 62.
E-mail: mclaren.f1@gmx.de

- a. Peter called up the number and shortly thereafter flew to Cologne to meet the current owner and view the car. Peter bought F1/37 immediately on seeing the car.
12. On the 2nd of March 2000, the car was shipped to Alberton, Johannesburg in South Africa.
13. The car was brought into South Africa on a 1-year temporary entry permit.
14. F1/37 was started and driven minimal miles every two weeks, to ensure the car remained in full working condition.
15. There was one long journey – a 1,200 km round trip to Umhlanga Rocks on the western seaboard, so that Manelis could experience the car at sea level!
16. On the 26th of March 2001, the car was exported to McLaren in Woking UK
17. On arrival at McLaren F1/37 had a mileage of 6,853km according to the service records.
18. Whilst at McLaren, F1/37 had its 9 month service, and the Fuel Cell and Clutch were replaced.
19. In March 2001, McLaren service records show the mileage at 6,853 km

20. In June 2001, additional service work was performed, and the mileage showed 11,030 km
21. In July through to August 2001, service work continued, with a closing mileage of 11,246 km.
22. There was no rush on the work with McLaren as the Manelis family were preparing to move from Johannesburg later that year to California in December 2001.
23. Finally in December 2001, after the car was granted a Show or Display permit, the car was shipped from the UK to California.
24. The F1 was shipped directly to G&K Automotive in Santa Ana California, who were approved to perform certain 'temporary modifications' so that the F1 could pass its California EPA and Smog tests, in order that it may be legally licensed and registered in the USA.
25. The Show and Display laws had only recently been approved. So G&K Automotive was already hard at work with other supercar conversions, of that era, including a Porsche 959, and a couple of XJ220s.



26. F1/37 stayed in Newport Beach, and enjoyed some good trips up and down Pacific Coast Highway towards Laguna Beach.
27. This F1, with its 'now' famous "MCLRN F1" number plate, visited the Crystal Cove car show in Newport Beach one early Sunday Morning in February 2002 – an activity so absurd it spawned the entire Cars & Coffee culture movement from that day forwards.





28. In July 2002, the F1 had a minor repair to the music system, where a part was replaced on the top binnacle above the central instrument cluster. BMW Oxnard in northern California visited the car in Newport Beach and performed a minor service. The mileage was not noted.
29. In September 2002, the F1 joined the Superformance Shelby Club on a 100-mile drive from Newport Beach up to Big Bear Lake, California.



30. In July 2003, with a mileage of 13,039 km the F1 was driven from Newport Beach up to Oxnard for a minor service. All 4 tyres were replaced.
31. The Manelis family during that month moved to Scottsdale Arizona, and so on completion of the service, the car was sent by transport directly from Oxnard to Scottsdale.
32. In August 2003, the car was shipped back to BMW Oxnard for repair to the rear air brake motor – the motor was over-extending the rear wing past its maximum tolerance and had to be attended to urgently before it could cause damage to the bodywork.
33. In April 2004, the car was purchased by Vasili Manelis, from his father Peter Manelis.
34. On the 1st of December 2004, the car was air freighted from Arizona back to Johannesburg South Africa. An “early” car spotter snapped pics of the car in Germany, as it was flown in on Lufthansa (note Arizona license plate)



a.



...and 6 months later, Vasili moved out of the USA, and back permanently to South Africa, to work in the family business.

35. In March 2008, at a mileage of 15,409 km, McLaren sent out their most senior F1 technician, Pani Tsouris, to perform the 2008 service along with the Fuel Cell replacement.
36. In July-August 2010, senior McLaren F1 service technician Mr. Pani Tsouris flew out to Johannesburg South Africa to perform a full service on another F1, chassis #23, belonging to Mr. Rupert of the Franschhoek Motor Museum, near Cape Town. Mr Rupert did not have a fully equipped workshop to service his F1, and so asked the Manelis family if they could host F1/23 for its full service. Gladly accepting, the F1 was transported to their stable to sit side by side with F1/37, if only for a month!



37. The Cape Town-based F1/23 was fitted with an unusual specification which had the high-downforce kit, except for the larger wheels.



38. While F1/23 was being serviced, our F1/37 also had a quick minor service performed, where all systems were checked by Pani, an over-temperature warning sensor was fitted to the catalytic converter (mandated for all F1s) and an oil change was done.



39. In July 2019, the factory sent out Mr. Tsouris once more, to perform a Service Inspection Report, which contained a detail report on what service and parts would be required, to bring the vehicle up to current McLaren service standards.





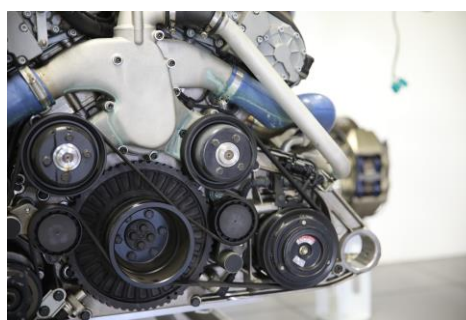
40. A service quote was produced on the strength of this report.
41. From the 2008 to July 2020, the covered a minimal 20km per month, with the current mileage at approximately 17,900km.
42. In July 2020, the car was sold by Vasili Manelis to DK Engineering and collected from 30 Fleur Street on 24th of July 2020, and prepared for a flight to the UK. The parts and tools were shipped by sea freight to the UK.



43.



44. And the journey continues...
Arrival in the UK, at DK Engineering with all luggage books and spares.
45. Front Paint Protection Film removed, front and rear bumpers repaired and repainted by DK Engineering, Rubberised sill finish replaced all around car.
46. Entered in to the Salon Prive Concours d'Elegance 2020 resulting in **Class N victory** - Celebrating the McLaren F1 Road Cars
47. Major Service and Fuel Cell Replacement and inspection with Lanzante Limited amounting to £73,000. Additional works carried out included engine out detailing, removal and reapplication of engine bay gold foil, all around damper overhaul, CD Changer repair, replacement of all four tyres and complete inspection. The service commenced October 2020 and completed in February 2021.



48. The car was fully detailed and photographed at DK Engineering, stored in our primary showroom facility.
49. Bespoke front end Paint Protection Film reapplied by Elite Detailing & Protection(EDP)
50. For the first time in history, the car will feature in a short video by Henry Catchpole with Carfection films alongside its rivals of the time; the Mercedes CLK GTR and Porsche 911 GT1 in March 2021. Filming was completed on private location at Millbrook, with comprehensive risk assessment carried out.

