

CLK GTR

CHASSIS FILE FIRST · PROVENANCE IS THE MARKET · HWA WORLD · 28 CHASSIS

Compiled from public sources, the Mercedes-Benz CLK GTR, its Model File and specialist review · Personal use only · v2.1

WHAT THIS CHECKLIST IS, AND WHAT IT IS NOT

This checklist exists for the completeness of the register, and it says so openly. The CLK GTR is a homologation artefact: a GT1 racing car with number plates, twenty-eight road-legal chassis, every one known to the AMG and HWA world by number. Nobody meaningfully inspects a CLK GTR against Affalterbach; the chassis file is the inspection, and the register's job is provenance. What a buyer verifies is the paper: chassis identity, coupe, roadster or SuperSport state, the HWA service trail, originality and the ownership chain. On this fleet the difference between two cars is written in their files, not in their driving. Without the chassis file, do not touch the car; with it, most of this list is already done.

A · IDENTITY & THE CHASSIS FILE

- ☐ Identity first: chassis number, coupe or roadster, build specification against the works record.
- ☐ SuperSport claims confirmed as a documented works chapter, chassis by chassis.
- ☐ Complete chassis file requested: build record, HWA service trail, works measures.
- ☐ Racing-era documentation and period history archived where it exists.
- ☐ Ownership chain traced without gaps; the file is the market.

B · MACHINERY, BY THE SPECIALISTS

- ☐ HWA or equivalent specialist verdict on engine, sequential box and clutch state.
- ☐ Recommissioning history on any long-stored car: fuel system, seals, fluids.
- ☐ Warm-up and running discipline documented: a racing V12 lives by it.
- ☐ Tyres by age, not tread: period sizes are their own subject, sourcing noted.
- ☐ Battery and storage regime read; the standing car tells its own truth.

C · PROVENANCE & STATE

- ☐ Originality against the build record: body, interior, wheels, no unexplained changes.
- ☐ Any incident or carbon question answered by HWA, nobody else.
- ☐ Paint and panel history documented; restoration work with invoices.
- ☐ Storage, transport and insurance arrangements documented.
- ☐ Every document photographed for the collector dossier.

D · PRICE & INVESTIGATION ITEMS

On 28 chassis provenance is the market: the halo protocol bans bands, and every transaction is its own negotiation.

- ☐ Any gap in the chassis file: explained by the works world or priced as identity risk.
- ☐ A SuperSport story without the works record: treated as absent until confirmed.
- ☐ Recommissioning due on a standing car: quoted by HWA-grade specialists first.
- ☐ Restoration or repaint findings: judged against originality, then valued.
- ☐ Negotiate from the chassis file and the provenance, never from a demonstration drive.

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E · RED FLAGS · WALK-AWAY OR ESCALATION

- A chassis file with unexplained gaps, at any price.
- Service history outside the HWA and specialist world.
- A SuperSport or racing-history claim the works world cannot confirm.
- An incident history answered anywhere but HWA.
- Third-party interventions on engine, box or structure.
- A seller who resists specialist-level verification.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ The dossier archived: chassis file, HWA trail, racing-era documentation, ownership chain.
- ☐ The HWA and specialist relationship established in the new owner's name.
- ☐ Storage, battery, fuel and recommissioning regime set per specialist guidance.

*"A GT1 champion with number plates, twenty-eight times.
Nobody inspects a CLK GTR; you read its file, you call
Affalterbach, and you decide what history is worth. The register's
only advice: buy the chassis, not the car."*

*Deep dive: Supercar Models Paper 128 · Model File 128 · Owner's
Intelligence series.*

FINDINGS & NOTES