

MODEL FILE 128 · MERCEDES-BENZ · GT1 HOMOLOGATION · HALO FILE

CLK GTR

M297-FAMILY V12 · 20 COUPES & 6 ROADSTERS · GT1 CHAMPION 1997-98 · 1997-1999

THE CAR IN BRIEF

THE MODEL

The most extreme Mercedes road car of its century: the street-legal homologation form of the FIA GT1 racer that won the championship in 1997 and 1998 before the CLK LM took over. Twenty-eight road-legal chassis were built by AMG and HWA at Affalterbach in 1998-99: 2 prototypes, 20 coupes and 6 roadsters, carrying the racing car's carbon monocoque, mid-mounted V12 and 6-speed sequential box behind a CLK-shaped silhouette in name only. The engine is the M297-family V12 enlarged to 6,898 cc: period and later documentation quote its output between 612 and 631 PS (604-622 bhp) with around 731 Nm, and the register records the spread as SOURCE-INCONSISTENT, with the chassis file deciding for any given car. The SUPERSPORT chapter sits above: a handful of chassis with the 7,291 cc engine at 664 PS (655 bhp) and beyond, documented car by car. In 1998 Guinness listed it as the most expensive production car in the world at \$1,547,620, a record that stood until 2015. Fields: CHASSIS_NUMBER, COUPE_OR_ROADSTER, SUPERSPORT_STATE, BUILD_SPECIFICATION.

THE HONEST FRAME

A halo file in the fullest register sense, and the completeness caveat is stated in the file itself: the classic PPI barely applies. Twenty-eight chassis, most in long-term collections, every one documented in the AMG and HWA world: the meaningful record is the chassis file, and the register's work is provenance, not probing. The CLK DTM file (98) carries this car as its spiritual ancestor, and the ownership world overlaps: HWA in Affalterbach remains the natural home for service, restoration and parts on a racing drivetrain that never pretended to be domestic.

MACHINERY & THE CHASSIS FILE

A RACING CAR WITH NUMBER PLATES

The register reads the CLK GTR as what it is: a GT1 car civilised to the legal minimum. The V12 is naturally aspirated, race-derived and robust in the racing sense: it wants specialist hands, warm-up discipline and works-grade fluids, and its clutch, box and racing consumables are priced, never feared. NO failure series is documented, a statement about 28 collection cars per formulation discipline, and NO recall campaign exists against the fleet, checked: this class stands outside the campaign world, works measures live in the chassis file. What the file watches: the HWA service trail, storage and battery discipline, fuel system and seals after standing, tyres by age (period sizes are their own subject), and the carbon structure judged by HWA alone on any incident question. The hours-not-kilometres reading applies: state is written in storage and service discipline, not in four-digit odometers.

OWNERSHIP & THE REGISTER VERDICT

PROVENANCE IS THE
MARKET

Ownership is the Affalterbach relationship and the collection discipline around it: HWA-grade service, climate storage, recommissioning by specialists who know the drivetrain, and transport arranged like the museum piece each chassis is. Value on 26 customer cars is written entirely in provenance: chassis number and its racing-era documentation, coupe against the six-car roadster rarity, SuperSport state as a documented works chapter, originality against the build record, ownership chain and the completeness of the file. Fields: HWA_SERVICE_HISTORY, ORIGINAL_SPECIFICATION, OWNERSHIP_CHAIN, PROVENANCE_SCORE, COLLECTOR_GRADE. The halo protocol applies in full: no market bands, every transaction its own negotiation, and the register's placement stands without a forecast: the CLK GTR is the purest homologation artefact of the 1990s GT1 era, and its market has treated it as exactly that for two decades.

20/6

Coupes and roadsters built at Affalterbach 1998-99, plus two prototypes: 28 road-legal chassis

612-631

PS quoted across period and later documentation: recorded as source-inconsistent, the chassis file decides

\$1.55M

The 1998 Guinness price record as the world's most expensive production car: held until 2015

Sources: Mercedes-Benz, AMG and HWA records and documented model history (CLK GTR GT1 champion 1997 and 1998, CLK LM successor; road cars built 1998-99 at Affalterbach: 2 prototypes, 20 coupes, 6 roadsters; M297-family V12 at 6,898 cc, output quoted 612 to 631 PS = 604-622 bhp across sources, ca. 731 Nm, recorded as source-inconsistent per register rule; SuperSport 7,291 cc at 664 PS = 655 bhp and beyond, documented chassis by chassis; 6-speed sequential; Guinness 1998 most expensive production car at \$1,547,620, record held to 2015). No recall campaign against the fleet, checked. Halo and completeness framing per Files 94, 95, 124 and 127; CLK DTM lineage per File 98. Halo protocol: no market bands.