

MERCEDES-BENZ CLK GTR

80

The homologation starting point, 1997-2002 - a GT1 racing car civilised to the minimum, and the paper that opens the Mercedes-AMG library where AMG became a constructor

20+5/6

Twenty coupés; five customer Roadsters completed the nominal 25-car programme - six physical Roadsters are commonly recognised; the conventions differ, and the paper explains why

128 days

From programme start to the finished racing car - 1997 FIA GT drivers' and manufacturers' champion; the road cars exist because the rulebook demanded them

~622 hp

M297 6.9 NA V12, quoted between ~612 and 623 hp by source and convention · Super Sport: 7.3 litres, ~664 PS - at least two documented, a recognised population to ~five

€6-12M+

The 2026 appraisal span, recommissioning-case coupé to exceptional Roadster - a US\$10.2M Roadster result, and an US\$8-9M coupé estimate publicly declined

01 EXECUTIVE SUMMARY

The CLK GTR opens the Mercedes-AMG library because it is where AMG first became a true supercar constructor - almost accidentally. It was not created to establish a luxury road-car category: it was designed as a GT1 racing car in 128 days, won the 1997 FIA GT drivers' and manufacturers' championships, and the road cars exist because the FIA required at least 25 road-legal examples offered to private customers. Beyond some visual identifiers it has no meaningful relationship to the production CLK: a carbon-fibre monocoque, a stressed mid-mounted 6.9-litre M297 V12 of roughly 612-623 hp depending on convention, a competition six-speed sequential transaxle with a four-plate carbon clutch, pull-rod suspension - and road concessions limited to air conditioning, ABS, trim, lighting and two small luggage compartments. At around DM 3.074 million including German tax it was the most expensive series-production car in the world.

The governing principle is the Homologation Custody Rule: a CLK GTR is preserved not by avoiding mileage, but by maintaining the competition-car systems, specialist knowledge and documentary chain that allow it to operate safely. Fuel bladders and fire systems age on the calendar; the sequential gearbox demands a race-car inspection protocol; tyres in obsolete sizes require engineered solutions; and the support ecosystem is a handful of specialists carrying former HWA and AMG knowledge. The most dangerous sentence in this market is 'it has never needed anything because it has never been driven' - inactivity is not preservation, and a 170 km Roadster offered in 2023 was expressly described as requiring service before extended use.

Key Finding

The production arithmetic needs a footnote and the paper provides it: twenty coupés were built, five additional customer Roadsters completed the nominal 25-car homologation programme - and one earlier Roadster or development example means six physical Roadsters are commonly recognised by the market. Neither convention is wrong; a seller quoting either without explanation has not read the file.

The market is eight figures and selective at once: US\$4,515,000 for the benchmark coupé (Monterey 2018), US\$10,235,000 for the third of six Roadsters (Las Vegas 2023) - and in the same Las Vegas sale a strong coupé failed against an US\$8-9 million estimate. Appraisal bands are not a live retail index, and rarity supports value while making price discovery unreliable.

The buyer's line the whole paper serves: buy the Coupé on originality, the Roadster on complete physical equipment, the Super Sport on HWA proof - and every CLK GTR on the strength of its current recommissioning file.

02 THE CAR BUILT BACKWARDS

Racing car first, road car second - and the ancestor of everything in this library.

The FIA's GT1 regulations required manufacturers to build and offer road-legal examples of their racing cars; Mercedes and AMG answered backwards, completing the competition CLK GTR in 128 days - famously developing around a McLaren F1 GTR mule - and then civilising it.

The racing programme delivered immediately: the 1997 FIA GT drivers' title for Bernd Schneider and the manufacturers' championship, followed by further honours in 1998 before the programme evolved into the V8 CLK LM and the Le Mans CLR chapter. The road cars - the Straßenversion -were the regulatory receipt: approximately 300 prospective buyers reportedly competed for the 25-car programme, access decided by relationships, capacity and the willingness to accept a competition machine, with no published scoring system. The paper's central thesis follows: the CLK GTR is not the ancestor of the Black Series because it modified a Mercedes road car - it is the ancestor because it established AMG's ability to turn a competition programme into an exclusive customer car. That ability runs in a straight line from this chassis through the SLR, the SLS, the GT Black Series and the AMG ONE - which is why this paper stands first.

03 TWENTY, FIVE - OR SIX?

Two counting conventions, both defensible - and a Super Sport question kept honest.

Published totals differ because two legitimate methods coexist. The homologation and customer-production interpretation counts 20 coupés plus five customer Roadsters: the nominal 25-car programme, consistent with Mercedes' own archive language. The physical-car interpretation counts what exists: RM Sotheby's documents one Roadster initially constructed during coupé production and five further Roadsters subsequently approved - six physical cars, the 2023 auction car catalogued as the third of six. Development prototypes and the single CLK LM road homologation car sit outside both counts and must never be added casually to the 25-car figure; the CLK LM is a separate V8-powered evolution and receives only a competition sidebar here. The Super Sport complicates the table honestly: at least two cars appear clearly documented in 7.3-litre Super Sport specification as delivered or HWA-built, while several further CLK GTRs were later converted by HWA or associated specialists to equivalent specification - a recognised population that may extend to roughly five cars. Each chassis is judged from its individual factory and HWA documentation, and a car's current configuration may not match its delivery specification.

CLK GTR - PRODUCTION AND IDENTITY

CLK GTR Coupé (1997-99) 20 customer cars · 6.9 M297 V12, ~612-623 hp by convention, ~720-731 Nm · 6-speed sequential, carbon clutch · ~3.7-3.8 s, ~320+ km/h · the homologation core

CLK GTR Roadster (2002) Five additional customer cars; six physical examples commonly recognised · roof intake deleted, repositioned intakes, rollover hoops, revised wing · the later HWA-built open derivative

CLK GTR Super Sport 7.3-litre M297, ~664 PS/~786 Nm · at least two clearly documented; HWA conversions extend the recognised population to ~five · chassis-by-chassis authentication mandatory

CLK LM road car One car · 5.0-litre V8 evolution for 1998 · a separate homologation curiosity - never added to the 25-car road series

Structure Carbon monocoque with stressed powertrain · pull-rod suspension · competition brakes · road concessions: A/C, ABS, trim, lighting, two luggage boxes

Original price ~DM 2.65M before tax, ~DM 3.074M including German VAT (~€1.57M nominal) · international quotes ~US\$1-1.5M by market and basis · the world's most expensive production car of its day

(Neither the 25-car nor the six-Roadster convention is wrong - the paper states both and why they differ. Output figures are quoted with their spread: Mercedes' launch material said 560 PS, customer-car documentation ~622-623 hp - development state and convention, not contradiction. No single number is presented as the truth.)

04 THE GT1 ROAD CAR

Not an exotic Mercedes with racing influence - a competition chassis, minimally civilised.

Every consequential system is competition hardware. The M297 V12 - the M120 family enlarged to 6,898 cc - is a stressed structural member driving through a six-speed paddle-operated sequential transaxle that is neither a Mercedes automatic nor a road-car automated manual: it is racing equipment requiring proper pressure, clutch, actuator and shift-system management, and its four-plate carbon clutch has more in common with a DTM paddock than a dealership. Suspension is double-wishbone with pull-rod actuation on spherical bearings; the brakes are competition-derived; the monocoque integrates engine, gearbox and suspension loads so completely that accident inspection can never treat them as separate modules. The consequence for this series is methodological: the CLK GTR cannot be bought with a road-car checklist. Some shift abruptness is inherent character; inconsistent engagement, slipping, long pressure-build times, abnormal compressor cycling or magnetic debris are not. A standard Mercedes diagnostic scan proves nothing - the technician must understand this car's specific gearbox-control and pressure systems, and the paper's standing sentence applies from here to the last page: a workshop that understands AMG road cars is not necessarily qualified to work on a CLK GTR.

04 COUPÉ, ROADSTER AND THE SUPER SPORT QUESTION

Three identities, three files - originality, equipment, and proof.

The Coupé is the historically pure car: the direct visual relative of the championship winner, roof intake and all, built in the homologation window. Most were silver, and unusual colours, right-hand drive, original tartan interiors and documented delivery histories create real individual differences. Its specific checks follow its architecture: roof intake and ducting, door hinges and gas supports, integrated wing, engine cover, windscreen and A-pillar carbon, side storage, air conditioning - the intake is a functional distinction from the Roadster, not styling. The Roadster is the later, rarer, currently more valuable car - deleted roof intake, repositioned engine intakes, rollover hoops, altered wing, revised mirrors - and its open structure carries risks no conventional convertible checklist covers, because there is no roof system protecting the cabin: UV and humidity exposure, unique interior materials, intake contamination, hoop inspection, body-flex assessment, and the completeness of covers and luggage as part of the asset. The market pays for the Roadster's scarcity, but it values individual chassis condition and provenance above any body-style formula. The Super Sport is a documentation question before it is a performance question: engine-number verification, HWA invoice or factory correspondence, installation date, dyno or calibration records, gearbox and cooling changes, the original engine's disposition, registration and emissions status. A later 7.3 conversion may be desirable - it must never be represented as a factory-delivered Super Sport without proof.

06 CUSTODY RATHER THAN MAINTENANCE

Bladders, fire systems, tyres and pressure - the calendar owns this car, not the odometer.

Fuel bladder and fire system - the defining age items. Recommissioning records repeatedly show replacement fuel tanks or bladders, new extinguishers, batteries, seals and fluids - a 2002 HWA service invoice totalled €36,200 including new tanks and fire system, and one documented coupé service exceeded US\$71,000. The buyer requires the bladder's manufacturer, part number, installation and expiry dates, pressure-test record and line history, plus the extinguisher's service date - a missing bladder record is a recommissioning requirement, not a service note. Stale fuel attacks pumps, injectors, bladder and lines: a long-dormant car is never simply started for inspection. The gearbox file is competition protocol: clutch measurement, actuator function, pneumatic or hydraulic pressure, accumulator health, selection times, gearbox oil and magnetic debris, differential and driveshafts. The carbon survey is the highest-consequence area: tub, crash structure, powertrain attachments, suspension pickups, floor, diffuser, wing mounts - with splitter, belly panel, arches and floor edges as the common exposure zones. Any repair carries photographs, NDT, method, curing records and engineering approval; a cosmetically repaired tub or pickup is not an undamaged structure. One auction car wore an aftermarket belly panel with the original preserved - reversible protection is sensible when everything original stays with the car.

Wheels and tyres: obsolete sizes, centre-lock hardware, custom replacement wheels - dates, specification, crack inspection, torque procedure; a modern engineered driving set alongside preserved originals beats 25-year-old rubber worn for originality's sake. Suspension and brakes: rod ends, spherical bearings, crack inspection, corner weights - and discs, pads and fluid by identification and history, because static ageing counts as wear.

THE SUPPORT ECOSYSTEM - AND THE STORAGE LEDGER

Ordinary Mercedes dealerships are not the destination. The living knowledge sits with a handful of specialists: Mechatronik (staff involved in original assembly; a dedicated parts inventory; reports over 13 of the 25 road cars sold or serviced), SPS Automotive (founded by former HWA employees; documented bladder, fire-system and wheel work; technicians who travel to cars), HWA itself for construction records, Super Sport authentication and bespoke parts, and regional specialists such as RENNtech in the US - verified for actual chassis experience, never general AMG familiarity.

Storage is a discipline: climate control, battery conditioning, a fuel-management plan, tyre cradles, correct lifting points, fire detection, documented monthly checks - and scheduled exercise, because dormancy produces dry seals, seized actuators, contaminated fuel and expired safety systems. The car must not be placed in a collection and forgotten.

07 THE EIGHT-FIGURE MARKET

Repriced late, traded thin - appraisal bands, not a retail index.

The CLK GTR was slow to its present recognition beside the McLaren F1: expensive when new, restrained through the 2000s, then repriced as the GT1 homologation trinity - CLK GTR, F1 GTR-derived cars, 911 GT1 - entered collecting's front rank. The public evidence is short and eloquent. Monterey 2018: a sub-1,500 km coupé with original paint and drivetrain, Show or Display federalised, US\$4,515,000. Las Vegas 2023: a 6,000 km-class coupé, freshly serviced with over US\$71,000 of work, estimated US\$8-9 million - not sold; and in the same sale the 170 km Roadster, third of six, US\$10,235,000. The non-sale matters as much as the sale: an eight-million-dollar expectation does not guarantee execution even for a strong car, and the frameworks below are appraisal bands for negotiation, never a live price curve. What supports the long case: genuine GT1 homologation, championship ancestry, twenty coupés and five customer Roadsters, the carbon tub, the NA V12, the sequential gearbox, AMG/HWA origin - and no later Mercedes road car with this character. What constrains it: a very small buyer pool, difficult use, extreme support logistics, unclear configuration histories on some Super Sport cars, and almost no transparent transaction volume.

CLK GTR - APPRAISAL FRAMEWORKS, MID-2026

CLK GTR Coupé	Recommissioning case or weaker provenance €6.0-7.5M · strong, original, serviced example €7.5-9.5M · exceptional or historically significant chassis €9-12M+
CLK GTR Roadster	Standard 6.9 car €9-12M · exceptional provenance, specification or condition €12M+ (US\$10,235,000 result, Las Vegas 2023, third of six)
Super Sport	No reliable generic band - a documented original commands a significant premium over an equivalent coupé; valued chassis by chassis on HWA proof
The evidence	US\$4.515M coupé (Monterey 2018) · US\$8-9M coupé estimate declined (Las Vegas 2023) · US\$10.235M Roadster (Las Vegas 2023) - three datapoints, one decade

(Appraisal bands, not transactions - the market is too thin for a curve, and the 2023 coupé non-sale shows expectations and execution diverging at eight figures. Registration status moves value materially: Show or Display in the US, engine-conversion legality in Europe - an unclear title discounts a mechanically excellent car.)

CUSTODY ECONOMICS - PLANNING ALLOWANCES

Servicing	Annual inspection and fluids €15,000-30,000 · major recommissioning inspection €30,000-75,000 · international technician travel €10,000-30,000 per intervention
Safety systems	Fuel bladder, lines and related work €25,000-60,000+ · fire-system renewal €3,000-10,000 · calendar items, never mileage items
Driveline	Clutch work €30,000-75,000+ · actuator/pressure-system work €20,000-60,000+ · major gearbox overhaul €75,000-150,000+
Engine	V12 investigation €25,000-75,000 before repair · major engine work €150,000-300,000+
Chassis	Brake-system overhaul €30,000-100,000+ · damper and suspension refresh €30,000-75,000+ · custom tyre-and-wheel solution €20,000-50,000+
Carbon	Minor body repair €20,000-75,000 · structural repair potentially six figures or more - recreation economics where parts no longer exist
Recommissioning	Full dormant-car recommissioning €100,000-300,000+ · enclosed European transport €5,000-15,000 per movement

(Custodial planning allowances, not published tariffs. Five-year reserves: properly exercised static car €100,000-200,000 · road-used car €150,000-300,000 · occasional circuit use €250,000-500,000+ · neglected or dormant acquisition €300,000-750,000+ initial contingency. The difficulty is not the amount - it is the scarcity of people, parts and procedures capable of spending it correctly.)

08 THE BUYING PROTOCOL

Documents, then statics, then controlled operation, then sign-off - in that order, always.

Level One - the document audit, before viewing. Chassis and engine numbers, production category, original invoice, HWA and AMG build records, gearbox number, original specification, Super Sport documentation where claimed, title and registration history, accident declarations, service invoices, bladder and fire-system dates, tyre and wheel records, manuals, tools, parts crates, fitted luggage, keys. A CLK GTR without its archive is not inconvenient - it is a less complete asset.

Level Two - static technical inspection. Carbon tub and underfloor survey; oil and coolant analysis; fuel-system and bladder verification; fire-system status; gearbox pressure and actuator test; clutch measurement; brake and suspension crack inspection; wheels and tyres; ECU scan by a specialist who knows this control system; wiring survey; air conditioning; road equipment. Level Three - controlled operation, only after statics pass. Cold start with pressure build, warm-up, engagement quality, low-speed systems, temperature stability, staged gearbox load, full-temperature leak check, post-run fluids and faults - no aggressive road or track test before fuel, fire, tyres, brakes and gearbox are confirmed. Level Four - specialist sign-off. Immediate, one-year and five-year work; unavailable parts and current solutions; structural concerns; registration issues (Show or Display status and its transfer in the US; Fahrzeugbrief, emissions, noise and conversion legality in Europe); expected recommissioning cost - and whether this specialist will continue supporting this chassis. The real warranty is the competence and continuity of the specialist standing behind the car.

WALK AWAY - THE NON-NEGOTIABLES

Uncertain chassis identity · undocumented Super Sport claims · engine-number discrepancy · absent HWA or AMG history · expired or unknown fuel bladder · structural carbon repair without engineering documentation · suspension-pickup damage · gearbox pressure or selection faults · engine contamination or low compression · missing original panels or wheels without provenance · title or import problems · no viable service provider · seller refusal of specialist inspection · a static car presented as perfect solely because of delivery mileage. The warning phrase of this market: 'it has never needed anything because it has never been driven' - the opposite of a credible maintenance argument.

09 CUSTODY ECONOMICS AND USE

Inactivity is not preservation - the strategy is use under engineering control.

Are any still driven? Yes - but regular use is exceptional. Road cars have run private circuits, factory demonstrations and specialist media outings, including recent supported running at Hockenheim; most live in collections, museum display and controlled event use, while the competition CLK GTR and CLK LM chassis carry the historic-racing appearances. For a Straßenversion the questions before any circuit are concrete: tyre suitability, bladder and fire-system currency, harnesses, brake preparation, exposure of original floor and body, specialist presence, insurance. The strategy this paper recommends: frequent controlled mechanical exercise, occasional meaningful road use, carefully planned private-circuit running with pre- and post-use inspection - and no open track days among unrelated cars. The goal is not to avoid use; it is to avoid use without engineering control. The economics follow the same logic: for a €7-12 million asset the annual percentage looks modest, but mileage is secondary everywhere - the record that matters is the date of the last full service, the bladder and fire-system dates, tyre age, gearbox condition and evidence of correct specialist exercise. A 100 km car may need more recommissioning than a serviced 5,000 km car, and the better usable purchase is rarely the lowest-mileage one.

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	Competition hardware that works when maintained to competition protocol - and deteriorates on the calendar when it is not; the file decides, never the odometer
Maintenance costs	□□□□	The most demanding custody in this library so far: six-figure recommissioning, race-car consumables, technician travel - people scarcer than money
Parts availability	□□□□	HWA records, specialist inventories and recreation economics - the parts path is three or four workshops in the world, named before purchase
Investment potential	□□□□	GT1 homologation royalty repriced into eight figures - thin, selective, provenance-driven; the long case is strong, the liquidity is not

MARQUE BUYING SCORE - MERCEDES-BENZ CLK GTR

Category	Collector example (orig. Coupé)	Exercised example (serviced car)	Dormant delivery-mileage car
Reliability	5.5 / 10	6 / 10	3 / 10
Driving experience	10 / 10	10 / 10	9.5 / 10
Ownership cost	1.5 / 10	1.5 / 10	1 / 10
Parts availability	2.5 / 10	3 / 10	2 / 10
Long-term collectability	10 / 10	9.5 / 10	6.5 / 10
Investment potential	8.5 / 10	8 / 10	5 / 10

Scored on the fixed series rubric: an 8 in Reliability means the same across every marque and paper. The third column prices the model's highest-risk purchase - the untouched car with stale fuel, expired safety systems, untested gearbox and no specialist willing to sign it off.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Mercedes-Benz archive and factory-related documentation (FIA GT1 homologation requirement of 25 road-legal cars; 128-day competition development; 1997 FIA GT drivers' and manufacturers' championships; 20 production coupés; launch specification 560 PS/720 Nm against later customer-car documentation of ~622-623 hp/731 Nm - conventions stated, never averaged; DM pricing ~2.65M before and ~3.074M including German VAT; Guinness recognition as the most expensive production car, ~US\$1.55M), RM Sotheby's and auction documentation (one Roadster built during coupé production plus five approved thereafter - six physical cars, the 2023 example third of six; US\$4,515,000 coupé, Monterey 2018, Show or Display; US\$8-9M coupé estimate unsold and US\$10,235,000 Roadster sold, Las Vegas 2023; documented services including a €36,200 HWA invoice in 2002 with fuel tanks and fire system, and a US\$71,000+ coupé service; aftermarket belly-panel protection with original preserved; eight new wheels and tyres on a 2015 Roadster sale), Super Sport documentation (7.3-litre M297, ~664 PS; at least two clearly documented cars, HWA conversions extending the recognised population to ~five - chassis-by-chassis authentication), and the current support ecosystem as publicly described (Mechatronik: original-assembly personnel, parts inventory, 13+ of 25 cars handled; SPS Automotive: ex-HWA founders, documented bladder and fire-system work; HWA: records and authentication; RENNtech: US support). Custodial cost allowances are constructed from documented invoices and specialist practice, not published tariffs. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

10 SYNTHESIS

The Homologation Custody Rule opens the Mercedes-AMG library the way the file will close it: the CLK GTR is preserved not by avoiding mileage but by maintaining the competition systems, specialist knowledge and documentary chain that let it operate safely. Everything the next seven papers examine - the Black Series formula, the SLR partnership, the SLS, the GT, the ONE - descends from what happened here in 128 days: AMG proved it could turn a racing programme into an exclusive customer car, and the road CLK GTRs stand as the documentary and mechanical evidence of that championship. As a purchase it is custody, not ownership: a fuel bladder with an expiry date, a fire system on a calendar, a gearbox demanding race protocol, a carbon tub that forgives nothing undocumented, and a support ecosystem of perhaps four workshops. The market has repriced it into eight figures and stayed selective - a US\$10.2 million Roadster and a declined US\$8-9 million coupé in the same room. Buy the Coupé on originality, the Roadster on complete physical equipment, the Super Sport on HWA proof - and every CLK GTR on the strength of its current recommissioning file.

WHO SHOULD BUY THIS CAR

The homologation collector: an original coupé with known first owner, matching engine and gearbox, original paint or documented preservation, complete HWA history, current fuel and fire systems, moderate exercised mileage and every original item present.

The apex buyer: a Roadster with its full physical equipment and provenance - the rarest body, the current market's crown, bought on chassis condition rather than the body-style premium alone.

The technical collector: a genuinely documented Super Sport or HWA-upgraded car - the most desirable specification, carried entirely by its paper.

The user: not the lowest-mileage car - the several-thousand-kilometre example with recent specialist recommissioning, current wheels, tyres and bladder, a tested gearbox and a known operating baseline.

Not: the trophy buyer drawn to delivery mileage and a decade of stillness - stale fuel, expired safety systems, an untested gearbox and no named specialist make it the paper's most expensive car at any price.

BOTTOM LINE

Twenty coupés, five customer Roadsters - six physical - plus a Super Sport population proven chassis by chassis: a GT1 racing car civilised to the minimum the rulebook allowed, the most expensive production car of its day, and the point where AMG became a constructor. Custody, not maintenance: bladder and fire system by calendar, gearbox by race protocol, carbon by documentation, support from a handful of ex-HWA specialists. €6-12M+ in appraisal bands over three public datapoints. Buy the Coupé on originality, the Roadster on equipment, the Super Sport on proof - and everything on the recommissioning file.

ONE-SENTENCE VERDICT

A CLK GTR is preserved by maintaining its competition systems, specialist chain and documents - never by stillness; buy the file first, the body style second, and the odometer not at all.

SOURCES

Mercedes-Benz archive and factory-related documentation: FIA GT1 regulations requiring 25 road-legal customer cars; competition CLK GTR completed in 128 days (McLaren F1 GTR development mule); 1997 FIA GT drivers' (Bernd Schneider) and manufacturers' championships, further honours 1998; CLK LM as separate V8 evolution with a single road homologation car; 20 production coupés; archive launch figures 560 PS/720 Nm; ~300 prospective buyers for the programme; FIA price-ceiling context against final invoices. Technical specification: M297 6,898 cc naturally aspirated V12, customer documentation ~612-623 hp and ~720-731 Nm by convention; six-speed sequential transaxle with four-plate carbon clutch; carbon monocoque with stressed powertrain; pull-rod suspension; ~3.7-3.8 s to 100 km/h, ~320+ km/h; road equipment limited to A/C, ABS, trim, lighting, luggage boxes. Roadster: customer run of five after one earlier physical car - six commonly recognised (RM Sotheby's: 2023 car third of six); deleted roof intake, repositioned intakes, rollover hoops, revised wing. Super Sport: 7.3-litre M297, ~664 PS/~786 Nm; at least two documented cars, HWA conversions extending the recognised population to ~five. Original pricing: ~DM 2.65M plus VAT, ~DM 3.074M gross (~€1.57M nominal); Guinness listing ~US\$1.55M. Public market evidence: US\$4,515,000 (sub-1,500 km coupé, RM Sotheby's Monterey, August 2018, Show or Display, JK Technologies federalisation); US\$8-9M estimate unsold (6,000 km-class coupé with US\$71,000+ fresh service, RM Sotheby's Las Vegas, November 2023); US\$10,235,000 (170 km Roadster, same sale - static since 2018 and noted as requiring service before extended use). Service and support: €36,200 HWA invoice (2002: fuel tanks, fire system, battery); Mechatronik (original-assembly staff, dedicated parts, 13+ of 25 cars); SPS Automotive (ex-HWA founders; 2017 bladder/fire/wheel service; international technician travel); HWA (records, conversions, authentication); RENNtech (US service and parts). US Show or Display importation and European registration, emissions and conversion-legality considerations per chassis. Companion documents: Buyer's Checklist No. 128 and Model File 128. Values are appraisal frameworks, not valuations; nothing here is investment advice.